

Latitude 38


VOLUME 87, SEPTEMBER 1984

CIRCULATION: 37,000



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The **UN SHOW** IN THE WATER



**FREE
ADMISSION**

September 12-16

Beautiful Mariner Square, Alameda

See the Largest Collection of
New Sailboats in Northern California

FOOD • MUSIC ON THE GREEN

We Have The Sailboats!

Bayfield
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Ta-Shing
Tayana
Vindö
Watkins
Yamaha

For Information Call (415) 523-3995
The Un Show • 2415 Mariner Square, Alameda 94501

Picture, if you Will . . .

Picture, if you will, a Merit 25 named "Twilight Zone."

You are about to be taken to the very limits of imagination — because Paul Kamen and his crew from the Cal Sailing Club sailed "Twilight Zone" to such a big lead in their S.Y.R.A. one-design fleet that they didn't even have to show up for the last three races to win the class championship.

Last year, "Twilight Zone" just barely won the season with a Pineapple spinnaker and warp knit 100% jib. This year, with the competition in the class heating up, Paul and his crew raced with an all Pineapple inventory. "Twilight Zone's" speed could only be described as . . . supernatural!

The Twilight Zone is in another dimension. But Pineapple sails are in the very familiar dimensions of wind, water, and speed.

Paul demolished the competition with help from Pineapple sails . . . and from the Twilight Zone!



Sy Kamen

TWILIGHT ZONE*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City.



SAILMAKERS
(415) 444-4321

*Powered by Pineapples

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



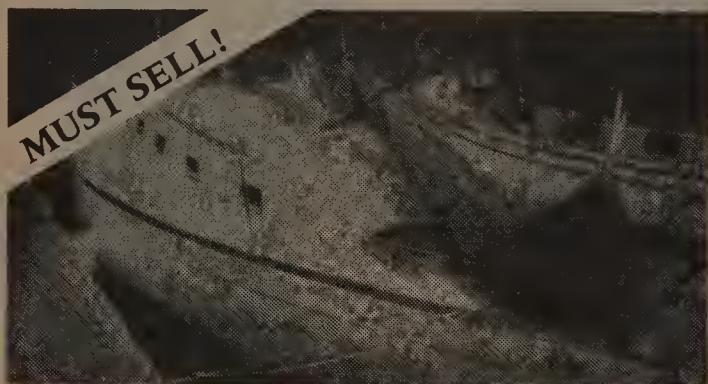
PASSAGE YACHTS



CAPE DORY 25—1978

A small boat with cruising in mind. A Carl Arlberg design built by a leader in traditional boat building. She is set up to single hand with all line lead aft and custom dodger.

\$15,750



FARALLONE 29—1976

Extensively cruise equipped with 6 man liferaft and survival gear. Top of the line windvane, complete ground tackle, electronics and five cruising head sails. Will include \$18,000 worth of cruising gear.

REDUCED \$39,500



GULF 29 PILOTHOUSE—1981

Classic pilothouse cruiser with a modern underbody. Wheel steering in cockpit or steer with autopilot. 6'2" headroom throughout. Diesel engine, VHF, depth, knotmeter w/log, rollerfurling jib & pressure water. Two boat family needs to sell.

\$35,750

SELECT BROKERAGE

22' SANTANA 22, 1973, New rigging, well equipped	7,000
22' COLUMBIA 22, 1968	5,500
24' YANKEE DOLPHIN, 1968, Completely refurbished	14,500
25' MERIT 25, 1979, 14 sails, new LPU	16,900
26' COLUMBIA MK II, 1969, Priced to sell	11,000
26' INT'L FOLKBOAT, 1978, Windvane, RDF, Spinn. Dodg.	26,500
26' ARIEL, 1964, Full keel, one design racer	12,500
26' PEARSON 26, 1975, Two from	13,500
26' CONTESSA 26', 1983, Full keel cruiser, sacrifice	30,000
27' ALBIN VEGA, 27', Excellent condition	23,000
* 27' CONTEST 27C, 1972, Race equipped, A winner	23,950
27' SANTANA 27, 1971, Diesel, spinnaker, very nice	18,000
* 27' ERICKSON, 1976, Two from	24,500
27' CAL T/2, 1973, Fast, sweet sailer	15,500
27' CATALINA, 1973, Very clean	15,200
* 27' COLUMBIA 8.3, 1978, Inboard clean, roomy	28,500
27' O'DAY, 1976, Nice starter boat	22,500
28' PEARSON 28, 1977, Excellent condition, nice equip.	31,500
28' NEWPORT 28, 1977, Diesel	26,500
28' O'DAY, 1979, Wheel steering, Diesel	32,000
* 28' HERRESHOFF 28 Ketch, 1950, Very nice, unmodified	17,000
* 28' CAL, 1967, Inboard, good value	14,900
* 29' FARALLONE 29, 1975, Forced air heat, dinky w/OB	40,000
* 29' CAL 2-29, 1978, Diesel, wheel, Orinda auto-pilot	31,500
* 29' GULF PILOTHOUSE, 1981, Inside Strng., Furling Jib	35,750
* 29' CASCADE, 1965, Diesel, nicely maintained	22,500
30' C&C, 1975, 1/2 Ton, Full up race, rod rig, 12 sails	37,500
30' ARLBERG ODYSSEY YAWL, 1969, Very clean	38,950
30' DUFOUR, 1969, Arpege New epoxy bottom, LPU	29,000
30' J-30, 1979, loads of gear, race or cruise	43,500
* 30' CONTEST, 1970, Dutch Built, reduced, great value	18,000
* 30' SANTANA, 1976, diesel, new paint, loran	35,000
31' MARIAH 31, 1978, Blue water vessel	61,500
32' ERICKSON 32, 1974, wheel, 1pg stove, 110v, 4 sails	32,000
32' COLUMBIA 9.6, 1976, Allen Payne Design	39,500
* 33' RANGER 33, 1977, Excellent Condition	46,000
33' HUNTER 33, 1982, Like new, roomy interior	44,000
33' CHEOY LEE CLIPPER KETCH, Loaded	62,000
* 33' YAMAHA 33, 1979, As new, stiff bay sailer	REDUCED 46,000
* 33' TARTAN 10, 1979, Race equip. well kept	REDUCED 27,500
34' CORONADO 34, 1967, new LPU hull pnt., good gear	34,950
34' WYLIE 34, 1980, Race equipped, Loran C	59,000
* 35' BRISTOL 35.5, 1981, Quality cruiser, reduced	87,000
35' ERICKSON, 1975, Two from	49,500
* 35' C&C 35 MKII, 1974, Race Ready, Loran C	67,500
35' JASON 35, 1979, Superb cruiser, excellent condition	88,900
* 36' ISLANDER 36, 1974, Two from	55,000
36' PEARSON, 1973, Ocean ready, life raft	61,000
37' GULFSTAR 37, 1979, Two from	80,000
37' ALBERG 37, 1972, LPU, loaded, beautiful	70,000
37' ISLAND TRADER KETCH, 1977	63,000
38' NORTHEAST 38, 1968, European yard, So. Pac. vet.	68,000
38' C&C 38, 1976, excellent value	59,500
38' OLSON 38 SLOOP, 1967, Swedish construction	56,500
* 38' C&C LANDFALL, 1980, hood seaful, combi.	88,950
39' FREYA 39, 1978, Radar, Weather FAX, new diesel	115,000
39' CAL 39, 1971, Two from	67,500
40' PACIFIC 40 YAWL, 1958, Excellent European yard	74,500
40' KETTENBERG, 1961, Wood, South Pacific Veteran	45,000
41' PERRY 41, 1979, perkins, wheel, teak decks, a beauty	159,000
41' MORGAN OUTISLAND, 1974, Two from	74,500
41' CT 41 KETCH, 1975, Customized, bristol	75,000
* 41' OVERSEAS 41 KETCH, 1975, Cruise Ready	69,000
43' ENDEAVOUR, 1979, Center Cockpit Ketch	149,000
45' CUSTOM NEW ZEALAND KETCH, 1974, reduced	108,000
46' MORGAN KETCH, 1979, Cruise equipped	172,500
50' GULFSTAR KETCH, 1977, South Pacific Veteran	185,000
56' STEEL KETCH, 1979, Loaded, Bristol	195,000

*Located at Brickyard Cove

NEW LISTINGS INVITED

1220 BRICKYARD COVE ROAD

FEATURED BROKERAGE

FROM YOUR PERFORMANCE CRUISING CENTER



C & C LANDFALL 38—1980

This highly respected cruiser from the C&C design group has just been reduced for a quick sale. Outstanding. Spacious, seaworthy interior features owner's stateroom. Rod rigging, external lead keel. Hood Sea Furl. Refer. A pleasure to sail and own.

Sistership **REDUCED \$88,950**



56' CUSTOM STEEL KETCH—1979

Australian built to provide strength and ease of handling for husband and wife in safety and comfort. Successful 5 year cruise. All amenities with thoughtful, proper execution. SATNAV. Vane. A/P. ONAN. Freezer. Washing machine. Outstanding condition.

\$195,000



MORGAN 41—1974

Ideal liveaboard cruiser. Well equipped with Loran, auto-pilot, dodger, windlass, roller furling genoa, refrigeration, hot and cold water. At our docks, come aboard for inspection. Seriously for sale.

Sistership **REDUCED \$74,500**



ALBERG 37—1972

Excellent offshore cruiser and liveaboard. Comfortable accommodations. Fully equipped: 7 sails, dodger, windvane, refer, electric and diesel heater, stereo, autopilot, loran, Westerbeke diesel and much more. Very well maintained. MUST SEE!

\$70,000



PEARSON 30—1973

Very clean and well maintained. Custom stove and oven in a sparkling cabin. All signets. Modar VHF. This is an excellent choice for bay area weather. Durability and value for the 30' cruiser.

\$28,500



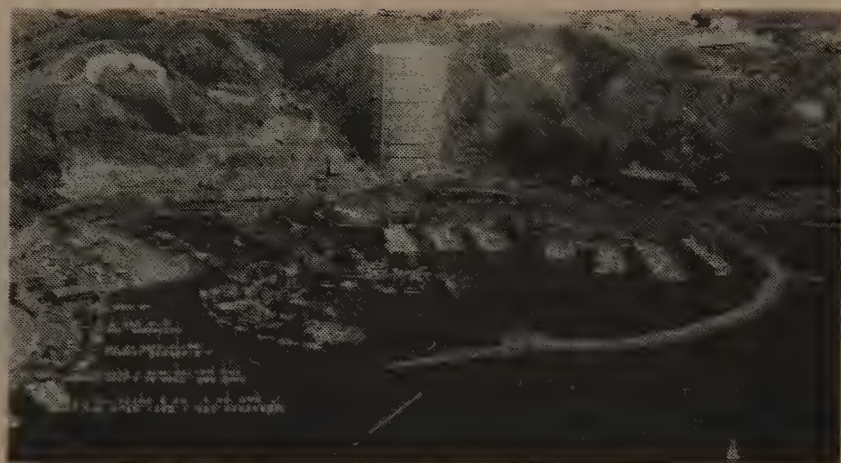
YAMAHA 33—1979

Check out the spacious interior and storage in this quality built yacht. She's stiff, speedy, and spic and span. Diesel. Keel stepped mast. Five sails. Lines led aft. A very good buy.

Reduced to \$46,000

PT. RICHMOND 415/236-2633

Closer than you think



Come and see!

BRICKYARD COVE MARINA

Only 9 miles from Larkspur Landing, 9 miles from Berkeley Marina, 14 miles from Oakland, and 19 miles from San Francisco. A great location, a warm and sunny climate, clean air, and easy parking near your slip. And every day is a boat show!

- ★ 250 berths
- ★ dry storage with 3-ton hoists
- ★ commercial office space
- ★ view homesites
- ★ restaurants
- ★ yacht dealers

ALL'S FARE (great food at the Marina's restaurant) ★ **BRICKYARD COVE MARINA**

INNISFREE (Condominium Sales) ★ **JIM DEWITT ART STUDIO**

JONATHAN LIVINGSTON DESIGNS ★ **QUESTA ENGINEERING** ★ **SOBSTAD SAILS**

BRICKYARD COVE YACHTS ★ **PASSAGE YACHTS** ★ **PT. BONITA YACHTS**

TATOOSH MARINE ★ **WAYNE MARINE** ★ **WINDCIRCLE SAILING YACHTS**

offering you the full spectrum of large and small, cruising and sailing yachts, including

Beneteau 32
Beneteau 38
Beneteau 345
Beneteau Wizz
Cape Dory

Cheoy Lee Motorsailer
Endeavor 38
Etchells 22
Express 27
Golden Wave 42

Olson 30
Olson 40
Panda 38
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Passport 42 Pilothouse
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Sparkman & Stephens 40
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Tatoosh 51

and a wide variety of experienced yachts.



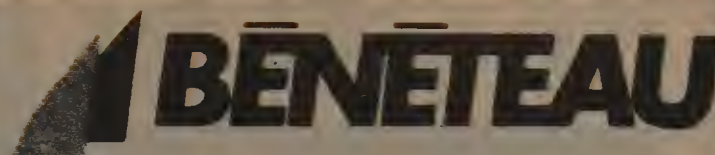
BRICKYARD COVE MARINA

1120 Brickyard Cove Road/Pt. Richmond 94801
(415) 236-1933

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PHOTOS: RICHARD
Clipper Cup Action Off Diamond Head
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Gives You More. . . .

On Display at the
Mariner Square Unshow Sept 12-16
FIRST 38



L.O.A. 40'2"

\$98,800*

QUALITY Beneteau's 100 years of experience shows in every detail from expert engineering and rugged construction to elegantly finished interiors. Isn't it nice to know you can own the very best?

PERFORMANCE You'd like to race and cruise. Beneteaus are comfortable, safe family cruisers with a distinct advantage on the race course. In 1984 alone Beneteaus have proven their winning ability in the S.O.R.C., Rolex Cup, and O.S.T.A.R..

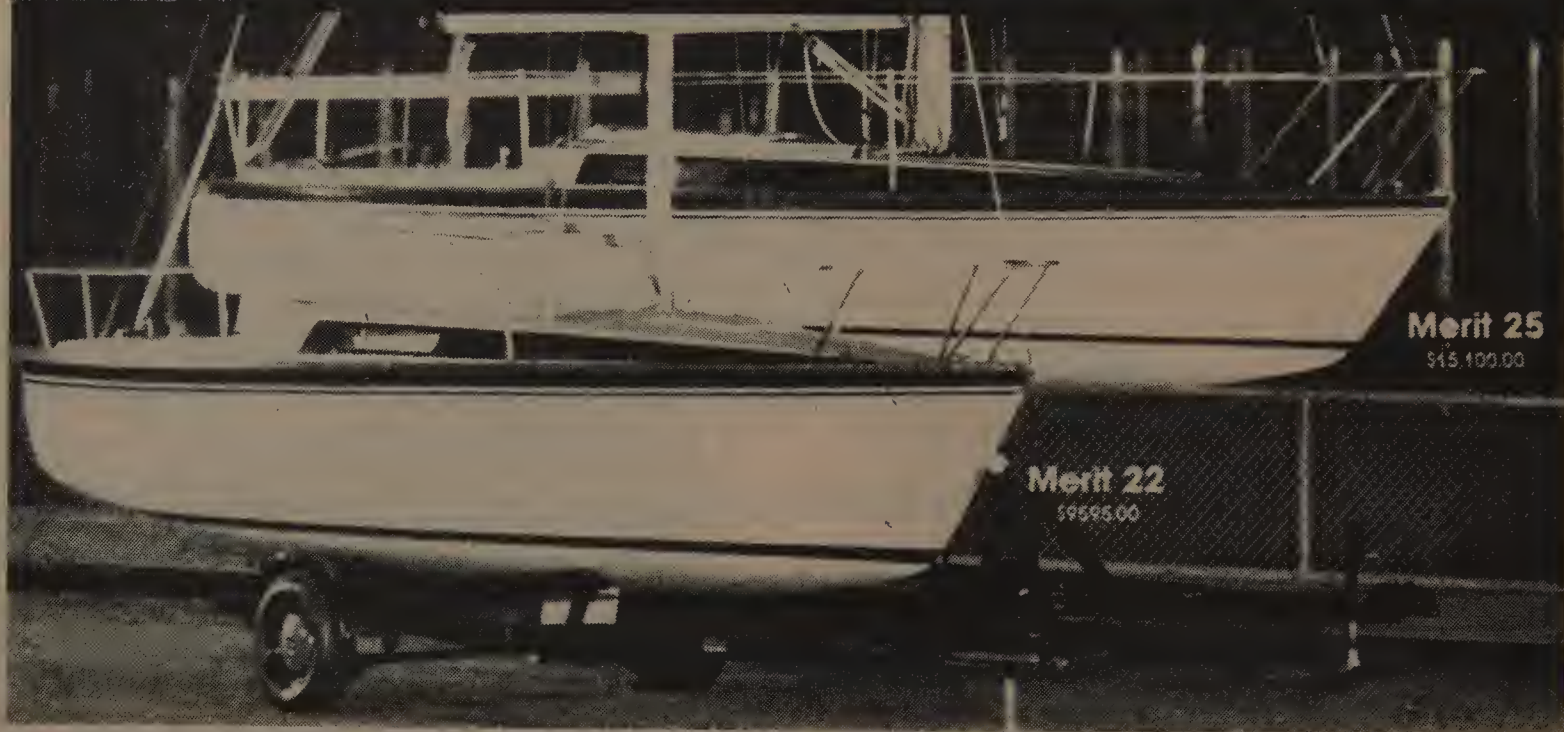
VALUE* The engineering and quality control that goes into every Beneteau assures you of a yacht of lasting value. Each Beneteau is delivered with everything you will need from the bell and whistle to electronics and sails.

CHOICE* Beneteau, the world's largest boat builder, offers 20 model sizes to choose from. Spanning the full spectrum of cruisers, racer/cruisers, and flat out racing yachts, the choice is yours from 24' to 50'.

 **PASSAGE YACHTS**

PT. RICHMOND (415) 236-2633

MERIT 22 & 25



THE NEW MERIT 22,

it's revolutionary. One step inside & you'll see why: it's larger than many 25 and 27 foot boats. The Merit 22 has a lead, retractable keel giving you the safety & maximum stability of a keel boat while permitting easy trailering & ramp launching. The Merit 22 delivers quality, performance, comfort & convenience.

SAILAWAY PRICE OF \$9,595 INCLUDES:

• trailer • sails • pop top lifting hatch • mast & boom • winches • bow & stern pulpit • lifelines • & much more . . .

THE MERIT 25

is built to be fast. In fact, the Merit 25 was the overall winner at the 1983 MORC Internationals, & this production boat is still winning. Just because the Merit 25 is fast doesn't mean that you will have to give up comfort to win. Inside's a fully finished interior with 7 ft-plus bunks. Here's your chance to be the proud owner of an all around performance boat that's fast *and* comfortable.

SAILAWAY PRICE OF \$15,100 INCLUDES:

• trailer • sails • mast & boom • internal kevlar halyards all lead aft • spinnaker gear • split backstay adjuster • pulpits • lifelines • winches • Harken mainsheet system • and much more . . .



2639 BLANDING AVENUE, ALAMEDA, CA 94501 (415) 521-5900



TAKE UP A SPORT THAT'S RIGHT OUT YOUR BACK DOOR!

Sailing on San Francisco Bay is a sport you can enjoy all year round, and Sailing Unlimited makes it affordable. Whether you are just beginning, interested in cruising or hot to start racing . . . Sailing Unlimited has the boats and the classes to get you out on the Bay.

WE OFFER:

- The finest quality boats available.
- Professional sailing instructors — our instructors sail for their livelihood and you'll find them willing to give you special attention
- Low student/instructor ratio
- Back door service at a Water Front Restaurant. We will meet you at your favorite after work haunt and return you there in time for dinner.
- Skipper Qualification. Upon completion of the courses available, you will qualify to "Bareboat" charter one of our yachts. Enjoy taking your friends out sailing on beautiful San Francisco Bay on a boat from our huge Charter Fleet.

P A S S P O R T 40

See the Passport 40 at the San Leandro Boat Show, Sept. 12-16

In this world of mass production and standardization there remains one line of yachts that offer you freedom of expression and are built by the finest method man has yet devised: by hand.

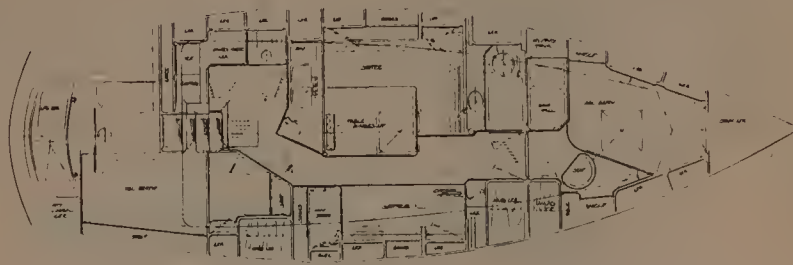
If you have yet to find a yacht that conforms to your demand for quality and performance the time has come for you to experience the Passport.

We build in the quality and performance. You choose the rig, deck plan, and interior accommodations that allow you to enjoy without compromise.

Nautical Quarterly Fall Review: "Altogether, we felt that the design of this cruising yacht was such that she represents considerable value for the money. The standard of construction and finish appeared to equal that in many a yacht having a famous name tied to a significantly higher price tag. Passport may be a famous name, too, one of these days."



Interiors Individualized to Owner's Specifications



Passport 40 - 42 - 42 Pilothouse ● 47 Aft & Center Cockpit ● 51 Aft & Center Cockpit



PASSAGE YACHTS

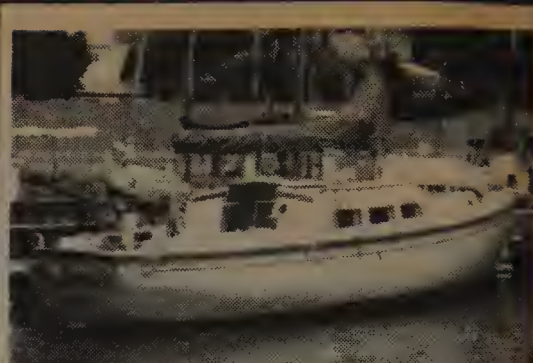
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Pt. Richmond, CA 94801
(415)236-2633



35 CT MARINER KETCH (1974). Faryman diesel, pres. water, stove/oven, all new canvas, fresh brightwork, an excellent liveboard/cruiser. **\$65,000.00**



VEGA 27. This '68 model sloop with Volvo diesel was built in Sweden. Sails incl. main, 3 genoas, spinnaker, Aries vane, inflatable. Asking **\$14,500.00**



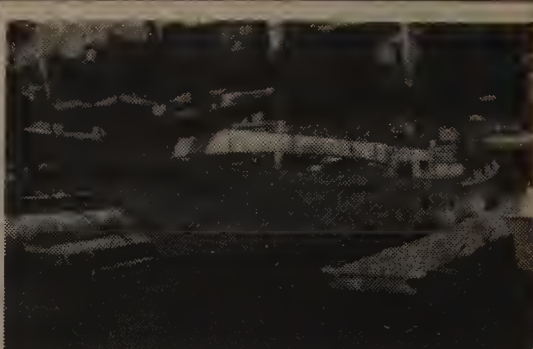
CORONADO 34. Built '69, sails incl. main, jib, 155 genoa, spinnaker pole. A MUST SEE boat with interior designed for total comfort. **\$32,000.00**



HUNTER 32. '81 model with Yanmar diesel, good electronics, sail cover, cockpit dodger, roller jib, many factory extras. TRY **\$53,475.00**

**Marin
Yacht
Sales** 
INC.

**Lowrie Yacht Harbor
40 Point San Pedro Road
San Rafael, CA 94901
(415) 454-7595**



VAGABOND 47 CRUISING KETCH Offering the finest in cruising or liveboard comfort. This hard-to-find yacht will be available at our docks for inspection. **CALL FOR SPECS.**

THE WAIT HAS ENDED



**Celestial
44**

Now at our docks.
She is ready for
your inspection.
Call us for full
specification
package.

QUALITY LISTINGS NEEDED

*Let us feature your yacht next month.
We have 20 front row slips available for outstanding brokerage yachts.*

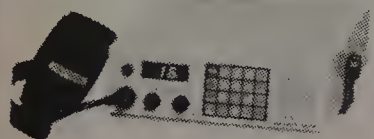
Boaters Supply

SEPTEMBER SALE

PRICES GOOD THRU 9/30/84

RAY JEFFERSON

Compare the features and prices — you'll find RAY JEFF ELECTRONICS are the best value on the water. Now Save on Boaters Super Everyday Low Prices!



MODEL 7878

Outperforms all other 85 chnl International VHF Radios! Microprocessor controlled automatic, programmable, priority and weather scanning modes even work simultaneously. Dual mode monitors 16 and any priority channel. Simple control with just a touch of the waterproof membrane keyboard. Bold LCD channel/mode readout.

List: \$599.95

Boaters \$329.95

★ This Month's Special ★

Now an all channel handheld VHF Radio for under \$250.00!

Every domestic & international channel in the palm of your hand. Includes rechargeable Ni-Cad battery pack, "rubber duck" antenna, battery charger and carrying case.

Model 878

List: \$499.95

SALE \$249.95

SAVE 50%!!



STAMP OUT BOAT FIRES

XINTEX

is the nation's leading manufacturer of hazardous fuel vapor and fire detection systems for recreational marine vessels. Mdl GVM50 fuel vapor and fire detector continuously monitors gasoline vapors, diesel mist, fire, overheating and exhaust leaks. Mdl RM2B is a combined propane/CNG and fuel vapor/fire detector. Both units sound a piercing 85 db audible alarm.

Model	List	Sale
GMV50 ..	\$89.90	\$59.90
RM2B....	\$139.90	\$99.90

ANNOUNCING BOATERS SUPPLY INSTANT CREDIT ACCOUNT

- ★ CONVENIENCE ★ SAVINGS ★
- ★ VOLUME DISCOUNTS ★

HAULED OUT? OUTFITTING A NEW BOAT? GETTING READY FOR A CRUISE? WHATEVER YOUR PROJECT, OUR INSTANT CREDIT ACCOUNT GIVES YOU THE CONVENIENCE OF MONTHLY BILLING AT OUR EVERY DAY LOW PRICES PLUS YOU CAN QUALIFY FOR OUR SUPER VOLUME DISCOUNT PLAN.

FOR FURTHER INFORMATION ASK FOR MARK IN REDWOOD CITY, OR PHIL IN EMERYVILLE.



ANCHOR HANDLING HARDWARE
Makes Anchoring Easier and Gear Last Longer.

BALE SECURES ANCHOR & LINE

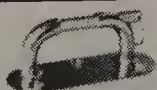


Electro-polished s/s anchor/roller mount with Marithane™ wheel for 5-13 lb Danforth-type anchors, 1" line and 3/8" chain.

URM-2

List: 79.95

Sale \$53.95



LOCKING BOW LINE CHOCK

for leading dock or anchor lines to a cleat or mooring bitt. Captive bolt holds up to 1" line securely against surge or wave action. All polished s/s construction.

LC-1

List 34.95

Sale \$23.95



BINOCULAR SALE

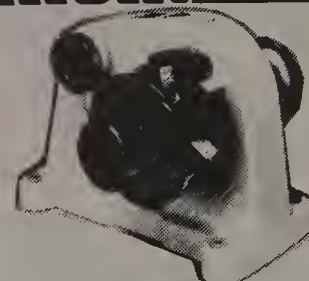
Feel like you're part of the action in the Big Boat Series. We are offering two of the top brands of armored waterproof 7x50 marine binoculars. The SEAHAWK is the best value afloat. The MTRC has a built-in bearing compass/range finder.

Model	List	Sale	SAVE
SeaHawk...	199.95	\$239.00	25%
7x50 MTRC..	320.00	\$139.95	30%

MARINCO Telephone Connecting Devices

Corrosion resistant outdoor telephone hook-ups meet all F.C.C. standards. Watertight hull inlet matches most standard marine power inlets. We also sell cable & separate plugs for custom installations.

Model	Description	List	Sale
PH 6574	Hull Inlet...	44.27	\$29.69
PH 6599	50' cord set...	79.83	\$53.49
PH 6597	Dock Outlet..	14.98	\$10.95



Hercules Anchor Windlass

Double-acting, 2-speed, manual windlass for 30-48 ft boats. 1200 lb capacity will break out the most stubborn anchor. Available with chrome plated or polished bronze gypsies — specify chain type and size from 5/16" to 1/2".

M-1200

List: 1040.00

SALE \$697.00

REDWOOD CITY

635 Bair Island Road
(East on Whipple Exit, Hwy 101,
Opposite Peninsula Marina)

(415) 365-7874

EMERYVILLE

1290 Powell St.
(East on Powell Exit, Hwy 80,
Entrance on Beaudry St.)

(415) 654-7572

OPEN 7 DAYS* A WEEK

NEW HOURS:

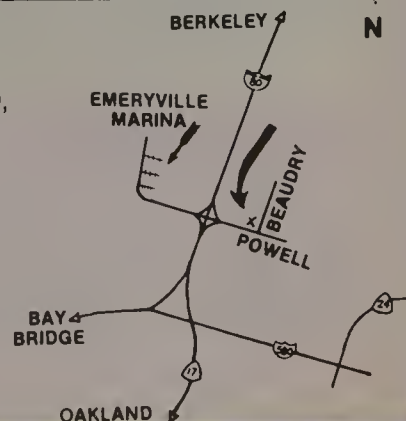
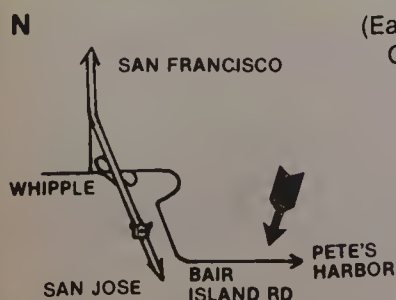
MON-FRI: 9-6

SAT 9-5 SUN 10-4

THURS* EVES 'TIL 8

CLOSED LABOR DAY, SEPTEMBER 3rd

TWO CONVENIENT LOCATIONS



SAIL BROKERAGE LIST

20' Flicka	\$24,900
20' Newport	Reduced to 4,750
20' Ranger	11,000
21' Wilderness	From 12,500
24' Farr 7.27	14,500
24' Moore	16,000
24' San Juan	16,500
25' Buccaneer	13,500
25' Bob Smith	15,500
25' Ericson Swing Keel	
	Anxious 13,500
25' Vertue	24,500
25' Yamaha	24,500
25' Merit	21,000
26' Bahama (Customized for Cruising)	23,500
26' Bahama	10,900
26' Mull	22,900
26' Excalibur	7,950

27' Bristol	13,950
27' Santa Cruz	19,950
27' Nor Sea	44,500
27' Fin Gal	15,500
27' Morgan	22,500
27' U.S.	29,500
28' Cheoy Lee Offshore	32,000
28' H-2B	17,000
28' Islander	33,900
28' Peter Norlin Sloop	34,000
28' Alberg	35,900
28' Cape Oory	34,500
29' Columbia Defender	
	Reduced to 19,500
30' Bristol	54,900
30' Rawson	37,500
30' Buccaneer 295	35,500
30' Fisher P.H.	
	Reduced to 56,000
30' Baba	66,000
30' C.S. Hunt Sloop	47,000
30' Wilderness	Offer
30' Alberg Odyssey	25,000
30' Hunter	31,500
30' Columbia	31,250
31' Pearson	47,000
31' Angleman Gaff Ketch	37,500
32' Ericson	From 32,950
32' Oefevre	32,000
32' Buccaneer 325	39,500
32' Bingham	49,950

Elite Yachts de France

SEE US AT UNSHOW, SEPT. 12-16

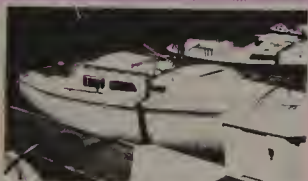


The Vindo

The Vindo 34 brings to us it's Swedish Heritage of 50 years of master craftsmanship. This is truly a yacht for the yacht connoisseur. An exceptionally beautiful yacht, it features a unique varnished mahogany cabin exterior that gives each boat the "Vindo" identity. The high quality of craftsmanship has traditionally guaranteed its owner a good second hand value and a great investment. Each Vindo is built to live many, many years.

The Vindo 34 has three separate cabins with standing height of 6'3" throughout, an excellent galley area, and roomy storage lockers, offering great family accomodations.

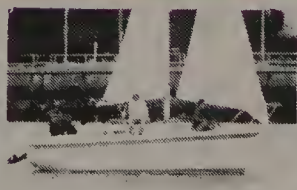
Call us at Cruising World Yachts for more information on this classic yacht.



20' NEWPORT. This little pocket cruiser is well equipped and ready for fun in the sun. Asking only \$5,200. See Dave.



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27' NOR SEA. This comfortable little pocket cruiser is well equipped and ready to explore. Asking only \$44,500. (Sister Ship Shown.)



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Vindo 32



Vindo 40



Vindo 50



Vindo 65



Vindo 90

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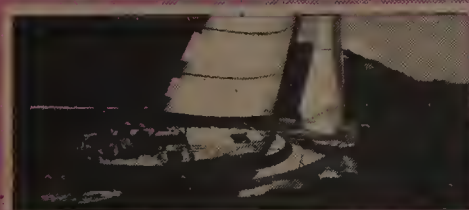
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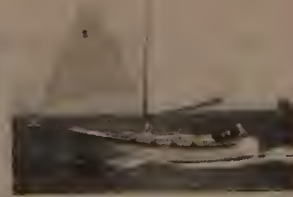
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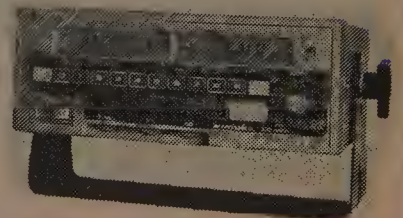


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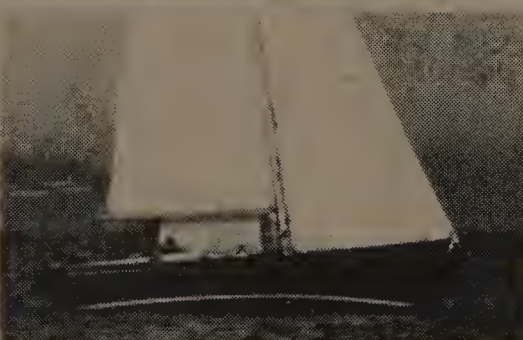
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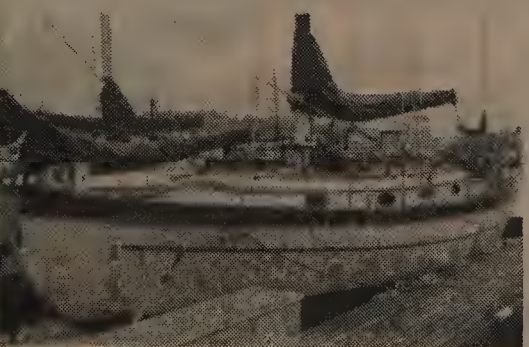
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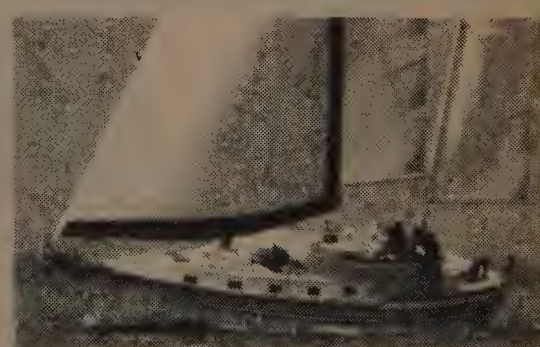
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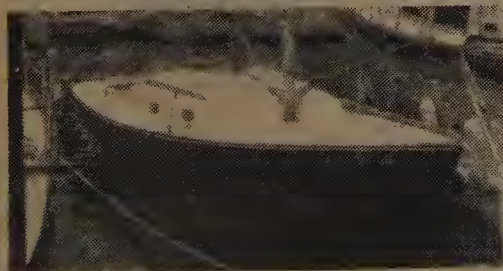
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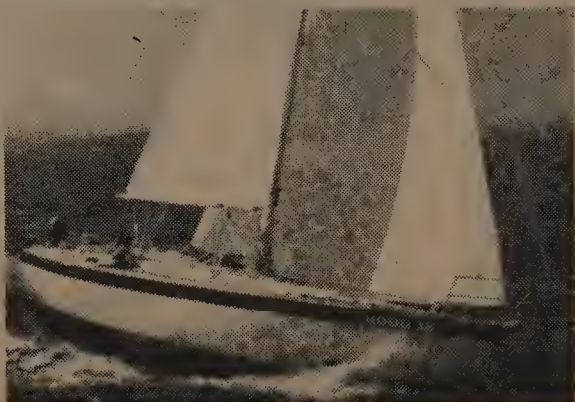
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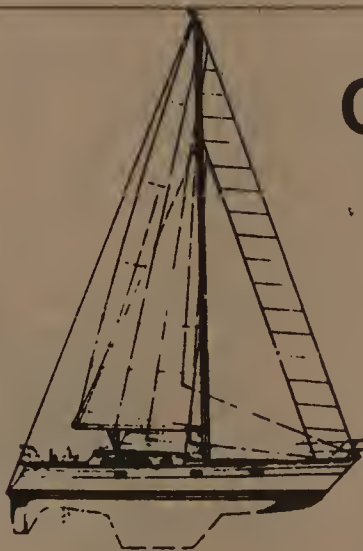
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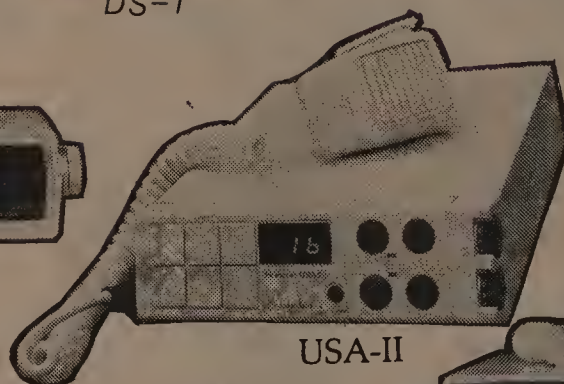
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USA



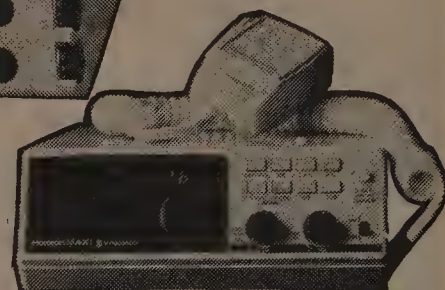
DS-2



USA-II



SL-2



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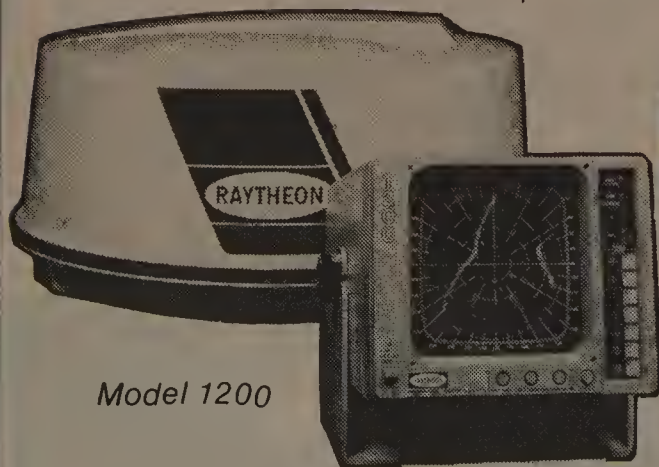


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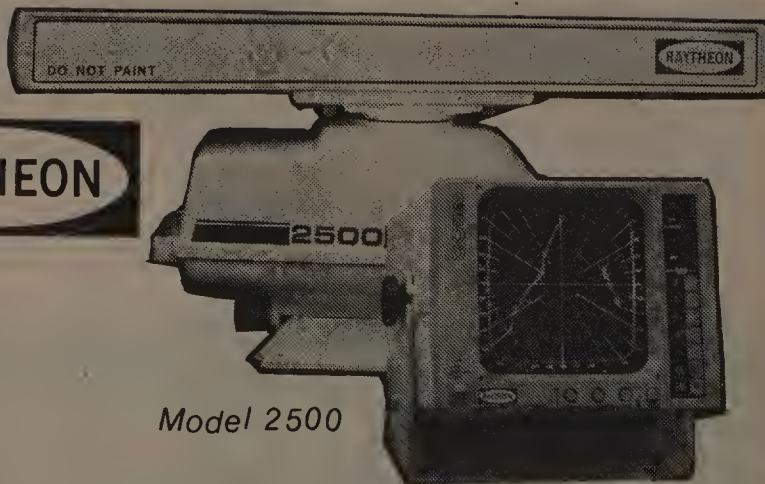
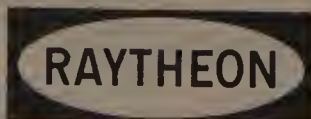
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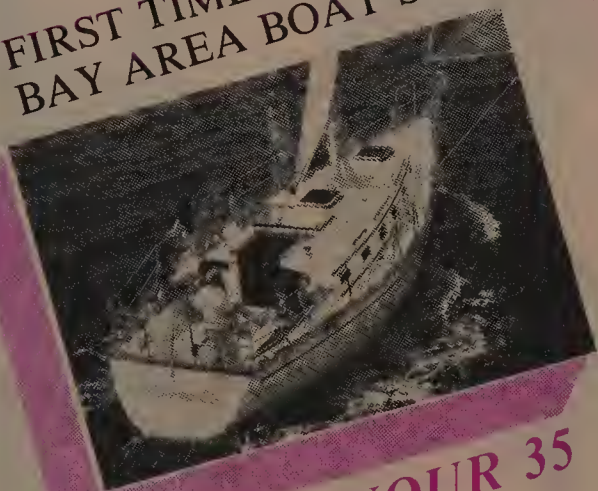
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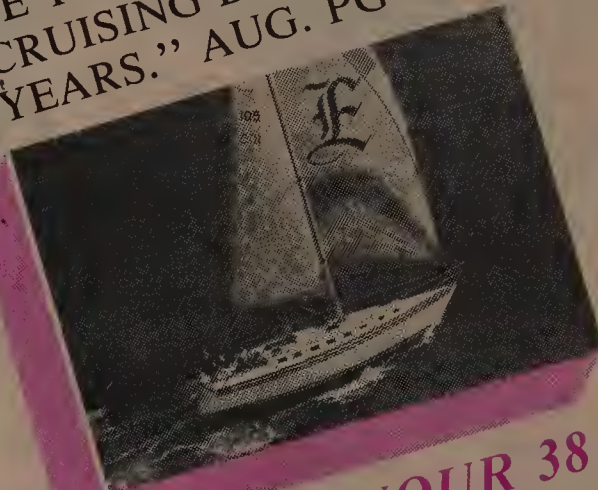
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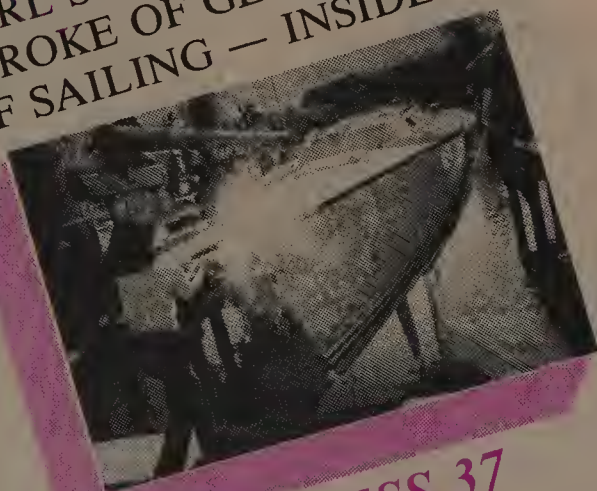
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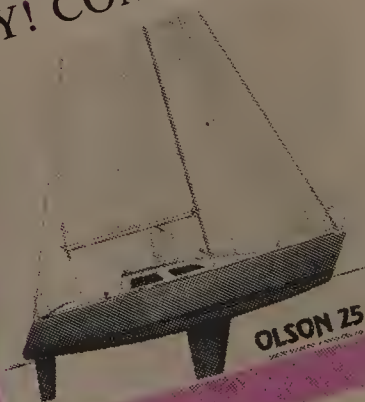
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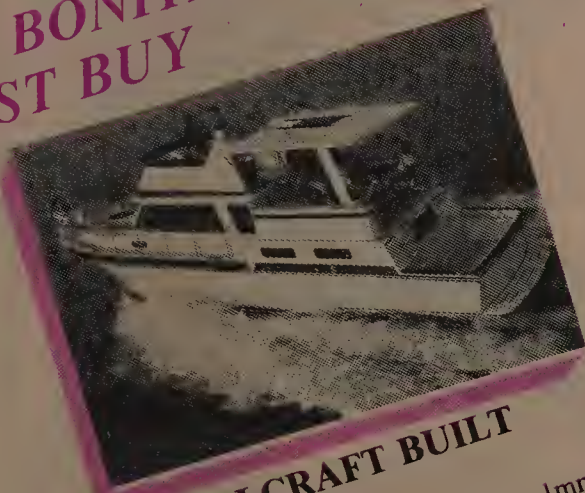
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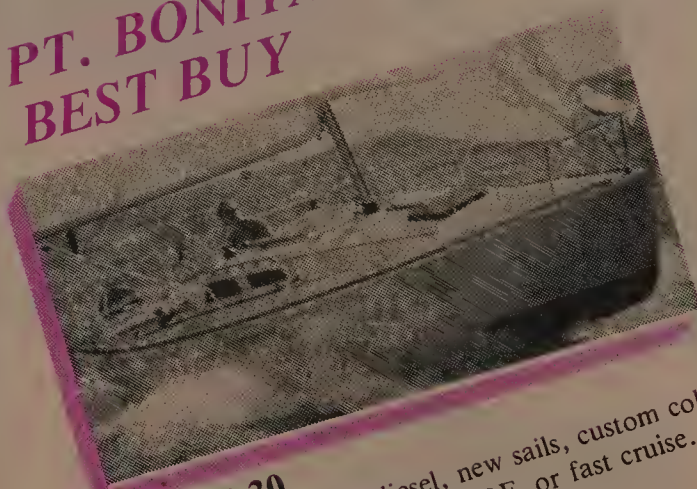
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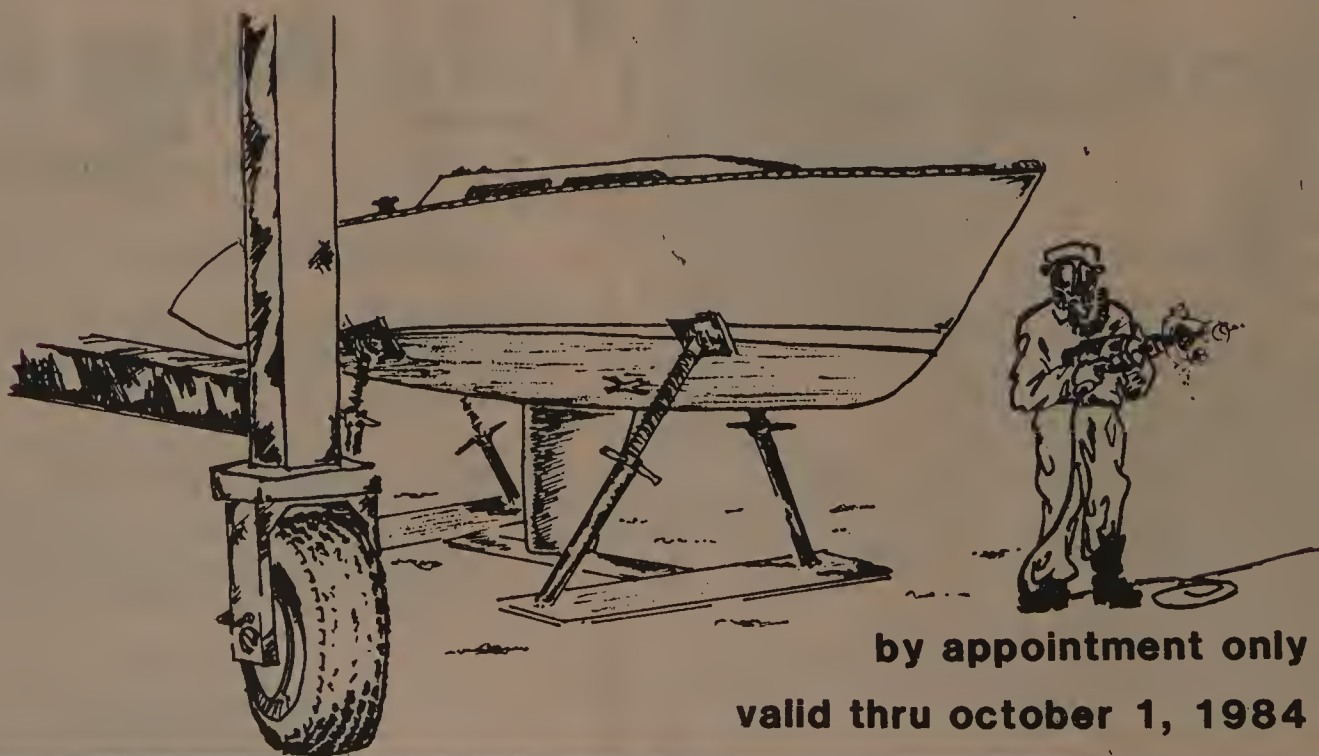
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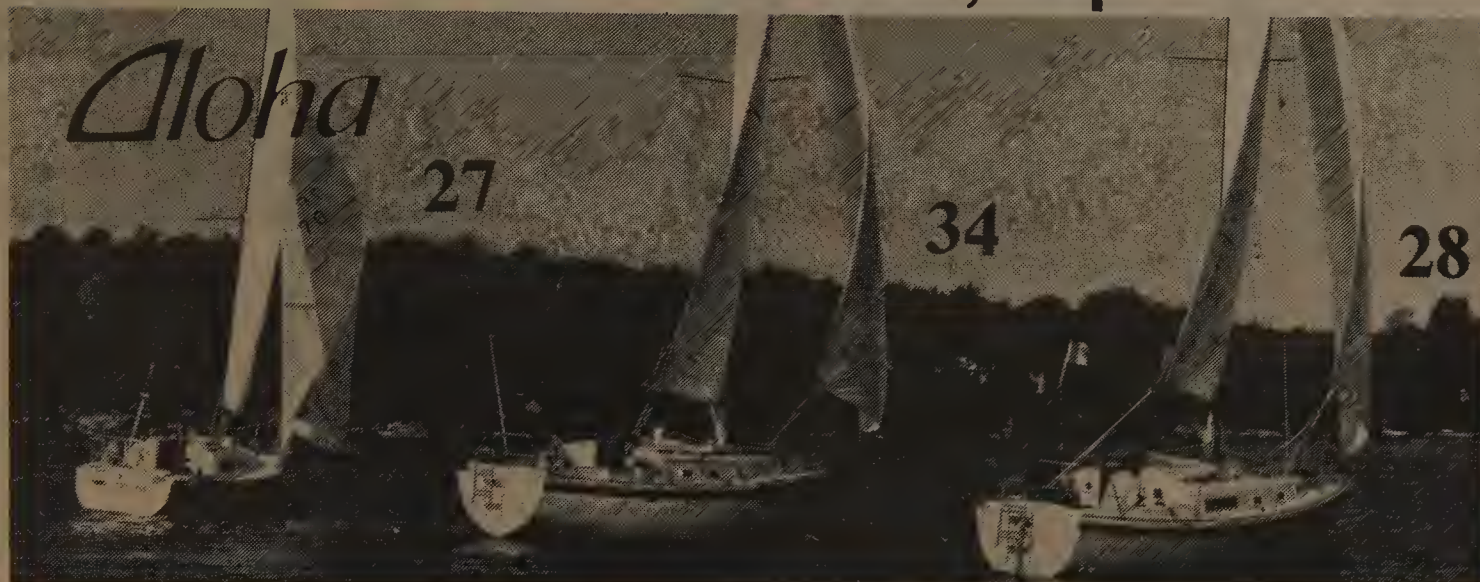


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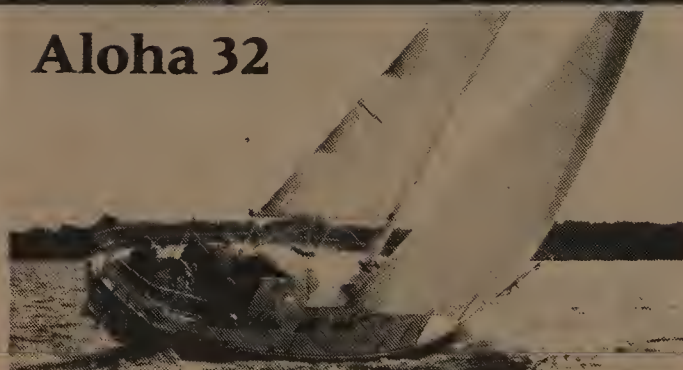
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20'	Holder (like new)	1984	9,950
20'	Cal (new sails)	1964	4,995
21'	Burns (reduced)		12,900
21'	Wilderness (reduced)	1978	9,950
21'	San Juan	1976	6,600
21'	Balboa	1978	6,500
23'	Ranger	1976	11,950
23'	Pearson Electra	1961	7,850
24	Cal 2-24	1969	7,000
24'	Moore (2 from)	1976	15,500
24'	Columbia	1964	7,500
25'	Santana 525	1980	15,500/offer

Size	Manufacturer	Year	Price
25'	Catalina	1979	
25'	Cal 2-25	1979	23,500
26'	Pearson Ariel (inboard)	1965	13,500
27'	Cal	1971	16,500
27'	O. Day	1976	23,900
27'	Santa Cruz	2 from	15,000
28'	Maire	1982	28,500
30'	Chuck burns	1981	35,000
30'	Erickson (reduced)	1968	28,000
30'	Olson (2 from)	1982	27,500
31'	Cal 31	1980 2 from	46,600
33'	Norwest	1978	55,000
33'	Ranger	1977	46,500
34'	Dash	1982	49,950

Size	Manufacturer	Year	Price
34'	Islander	1980	47,500
35'	Santana	1981	66,950
35'	Erickson (loaded)	1972	62,500
37'	Swan	1972	89,000
38'	Farallone Clipper	1957	65,000
40'	Olson (1/2 interest)	1983	69,950
41'	Freeport Islander	1980	125,000
50'	Offshore	1972	185,000

POWER

Size	Manufacturer	Year	Price
24'	Skipjack - turbo	1980	40,000
25'	Carver	1974	22,500
26'	Shamrock - turbo	1980	37,500
47'	Monk	1962	95,000

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CALENDAR

Non-Racing

September 5 — The topsail schooner *Californian* due to pass under the Golden Gate about 10 a.m. to begin a month of fundraising for her Junior Cadet program. What better excuse to take the morning off than to sail out to give her a warm reception? For more dates and information, see the item in this month's *Sightings*.

September 7 — Women's Racing Association (WRA) crew barbeque and general meeting, with a chance to win a week long seminar! Reservations for the BBQ are required by September 4. Glenda Carroll, (415) 454-6327.

September 7-9 — Port Townsend's 8th Annual Wooden Boat Festival. This year's event honors Northwest designer George Caulkins. Also featured are special tours, workshops, demonstrations, films and over 150 boats on display. The Wooden Boat Foundation, 637 Water St., Port Townsend, WA 98368. Mary Dietz (206) 385-3628.

September 12-16 — Bay Area Boat Show at the San Leandro Marina, featuring boats, accessories and all the trimmings. Special Aussie 18 regatta and first-time showing of the Mair 30. Also on hand will be experts in financing and insurance. Carol Raméy, (415) 436-4664.

September 12-16 — Come to the "Un-Show" at Alameda's Mariner Square and see over 70 new sailboats from the world's leading manufacturers. Also music, refreshments and a miniature 12 Meter "Un-Regatta". Not to be "un"derestimated. (415) 523-3995.

September 14-30 — Southern California In-The-Water Boat Shows at Lido Marina Village, Newport Beach. Included on the agenda are the Wooden Boat Festival, September 14-16; Used Boat Show, September 20-23; and the Lido Power and Sailboat Show, September 26-30. For more information contact Lark ter Haar, (714) 673-9360.

September 15-16 — The 3rd Annual Perry Design Rendezvous will be held at Port Blakely, Washington. All owners, family, friends (and tag-alongs) of Robert Perry-designed boats are invited to attend. Enjoy a weekend of fun, prizes and wine tasting. Contact Andy Peters, 6400 Seaview Ave. N.W., Seattle, WA 98107 or (206) 789-7090.

September 22-23 — Picnic and sail with the Santana 525 fleet at the Vallejo Marina. Shelley Geyer, (415) 533-1581 (w) or (415) 753-3780.

September 27 — Latitude 38 Cruising Kick-Off Party. Sausalito Cruising Club, 6 to 9:30 p.m. Free guacamole. Come and meet the people you'll meet in Mexico.

September 28-29 — The Sailing Film Festival at the Palace of Fine Arts will feature, among other films, the *Aussie Assault*, the Australian version of the 1984 America's Cup debacle. \$5 per show. Lots of parking and door prizes. \$1-off coupons available at West Marine stores. Contact Michele at 922-6055.

October 2-3 — "Maintenance of Marine Engines" seminars sponsored by Marine Power Inc. of Oakland. To find out more, call Alice at 436-4647.

October 3-7 — Stockton Boat Show at the Waterfront Yacht Harbor at the end of the Stockton Channel. Hal Schell, (209) 951-7821 or Olive Davis, (209) 466-7066.

Racing

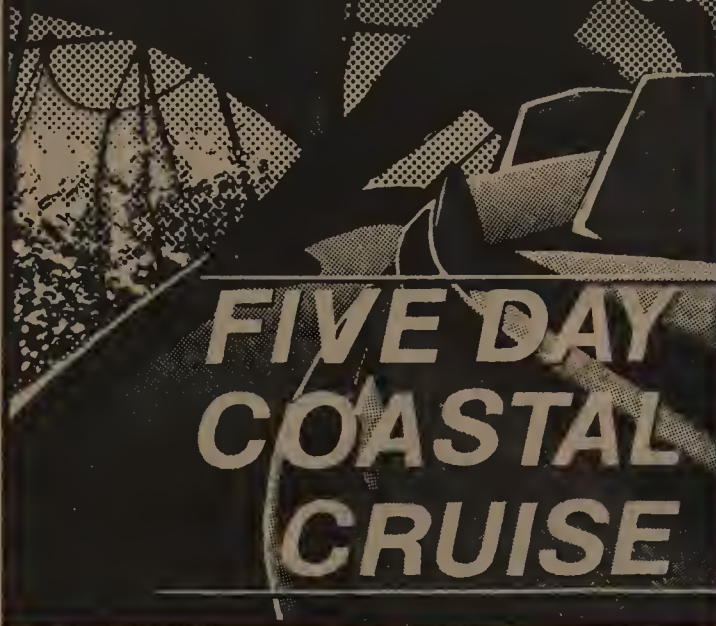
August 31-September 2 — Coronado 25 Nationals at the Berkeley YC. Sally Green, 938-5385 (h) or 935-3010 (w).

August 31-September 2 — The first Worth Brown regatta for IOR yachts, including the Windjammers long distance race and two around the buoys contests off Santa Cruz. Go south for some keel-boat racing. Georges McCormick, 476-0220, ext. 1337.

September 1-3 — Hawkfarm Nationals at the Berkeley YC. John Knox, (415) 841-2275.

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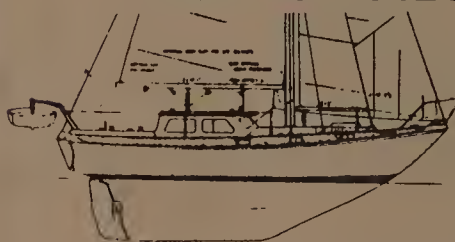


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'70 PEARSON 22.....	4,900	'82 CAVALIER 39.....	105,000
'83 CAPRI 25.....	12,500	Other Listings Available	

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CALENDAR

September 1-3 — Master Mariners host their annual Bay to Benicia race and cruise. The race is from Southampton to Benicia on Saturday, followed by two days and nights of fun, food and frolic at the new Benicia Marina. Call John Walters at (707) 745-3388 for more information.

September 1-3 — Tri-Point Ocean Race from Ventura to Point Dume and Anacapa Island. For spinnaker and non-spinnaker sailors. Also parties, treasure hunts and a visit to the Channel Islands. (805) 529-4596 (days) or (805) 644-6672 (weekends).

September 3 — Start of the Sardinia Cup, Aga Khan's version of Grand Prix racing on the Mediterranean. *Secret Love* will be there to uphold California's honor.

September 6-9 — Olson 40 Nationals with course racing on San Francisco Bay, an ocean race to Santa Cruz and more buoy racing there. Call Paula at 232-7337.

September 8 — Ballena Bay YC Saturday Evening Medium Distance Race. The first start is at 5:30 and the race goes all the way around all the major islands in the Bay. Hot soup offered after the race should taste mmm-mmm good. Call Jill for more information at 363-8289.

September 14 — A little evening racing on the Bay, with a start in Sausalito and one leg down the City Front. Practice your night sailing and enjoy the view! Call the Sausalito Cruising Club hotline at 332-9349.

September 15-16 — All Islander Regatta. Owners of 28's, 30's, 36's and all handicappers are invited to come out for a weekend with their peers. Sponsored by Richmond YC. For more information, contact the RYC at 237-2821.

September 15-16 — Encinal YC/WRA Race weekend. The first two races of the 1984 fall series. Contact Jeri Schaff at 631-0323.

September 23 — Fleet Admiral Chester W. Nimitz Regatta at the Berkeley YC. A tour of the Bay for PHRF divisions only. Call the YRA office for entry forms at 771-9500 or Bobbi at 939-9885.

September 24-29 — Hobie 18 Nationals on the Bay, with launching from Aquatic Park. A first class event for the double trapeze catamarans. Call Mike Montague, (707) 545-1195 or Hobie Cat Race Dept., (619) 758-9100.

September 29 — El Toro Pitch and Roll race from Palo Alto to Alviso. A little bullshipping in the South Bay. Peg Gerth, 18650 Aspesi Court, Saratoga, CA 95070.

September 30-October 5 — Women's racing clinic on San Francisco Bay, sponsored by the U.S. Yacht Racing Union and J/World. A choice of racing or sailing programs will be offered. Cost is \$375 for the week. Contact Jeff Johnstone, J/World, Box 1500, Newport, RI 02840 or call the USYRU at (401) 849-5200.

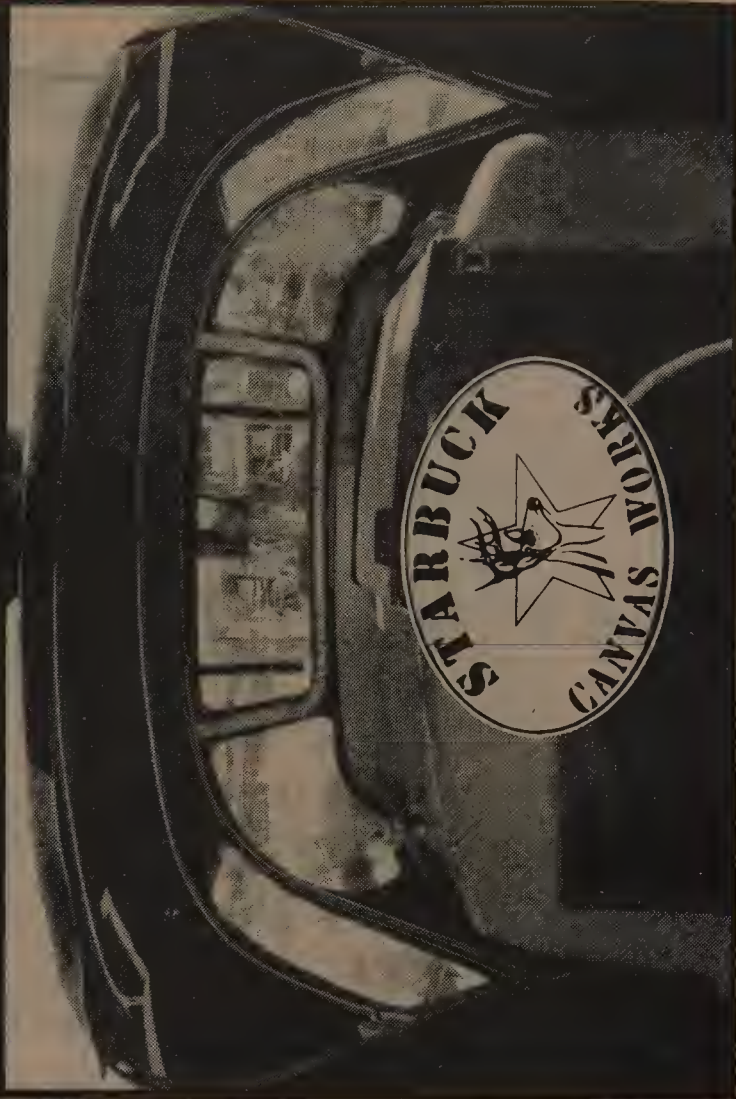
September 30-October 6 — St. Francis YC Big Boat Series. Come see the maxis, 80-ft sailing machines, and more compete on the Bay for bragging rights. A great regatta to watch or sail in. 563-6363.

November 10 — Los Angeles YC's 13th running of the L.A. to Mazatlan race. This race is by invitation only and certain rating limitations apply. To obtain a request for invitation, or for more information, contact Elliott Cutting, 1157 Parkview Avenue, Pasadena 91103.

Summer Series — Sausalito YC: 9/11, 9/25; (415) 332-1020. Golden Gate YC: 9/7; (415) 993-6634. Corinthian YC: 8/31, 9/7; (415) 435-4771.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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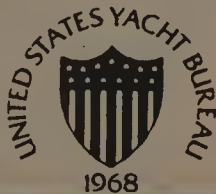


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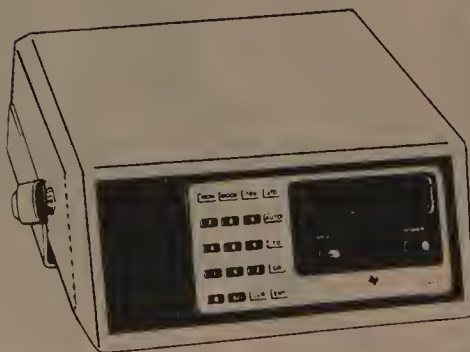
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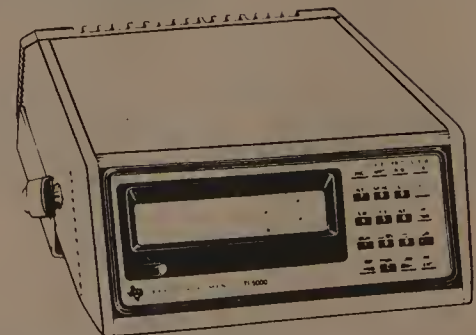


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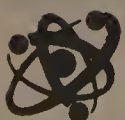


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Their new SOBSTAD triradial No. 1 generated the
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SAIL BROKERAGE

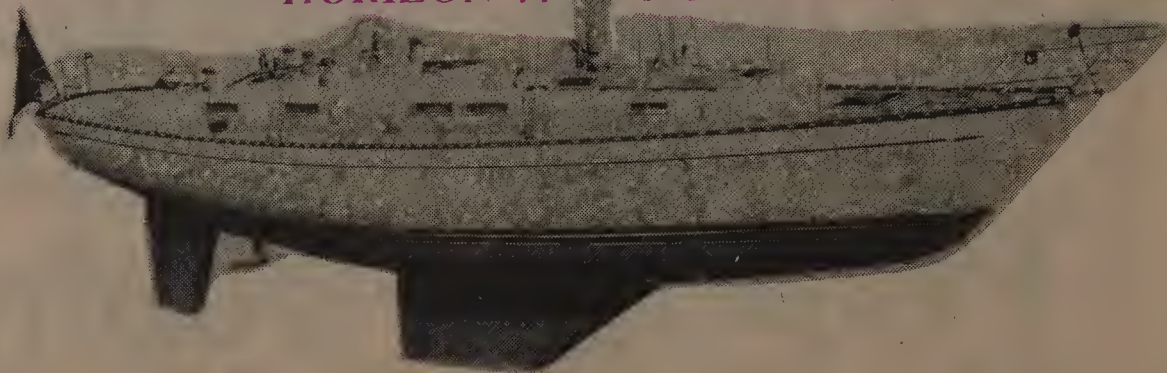
25' Yamaha	\$21,500
25' Ericson	29,500
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44' Hardin	119,500
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55' Cheoy Lee/Pedrick	Inquire
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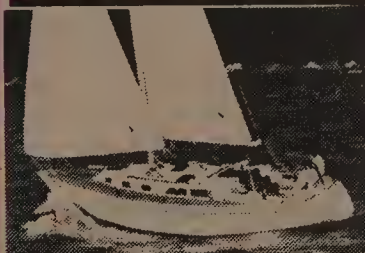


HORIZON 44 designed by GERMAN FRERS. Just Arrived.

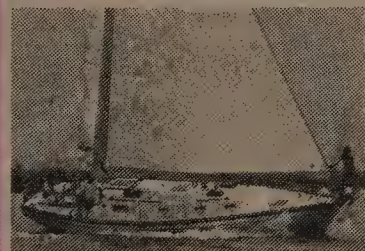
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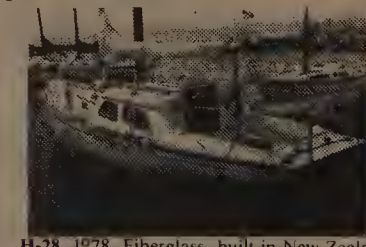
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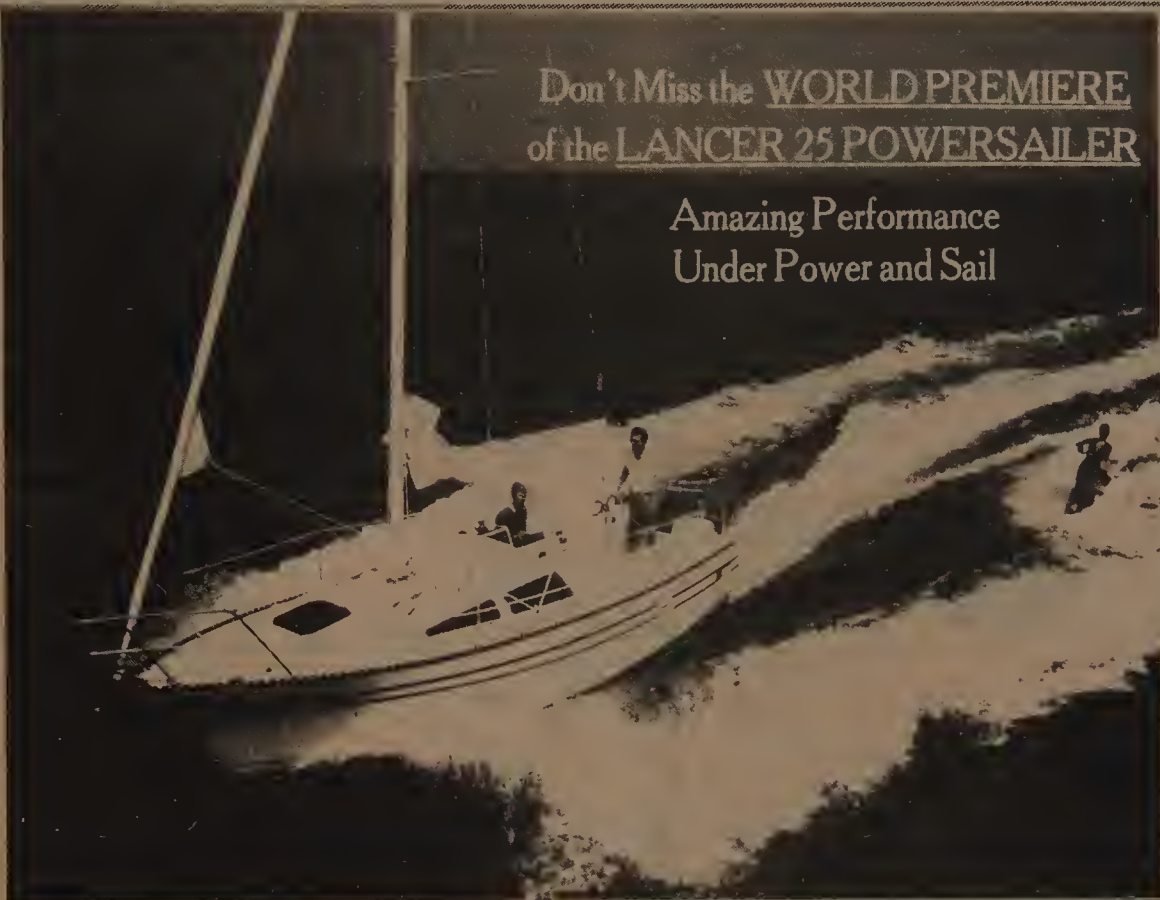
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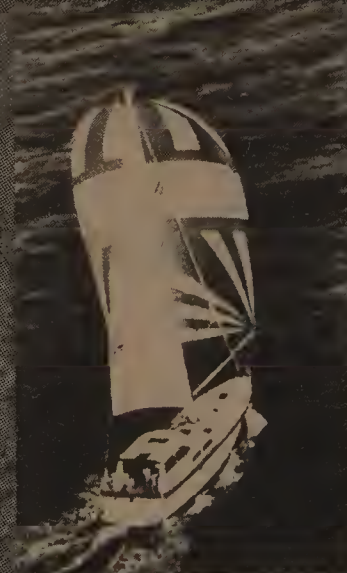
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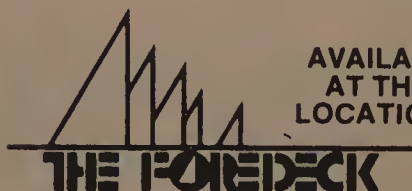
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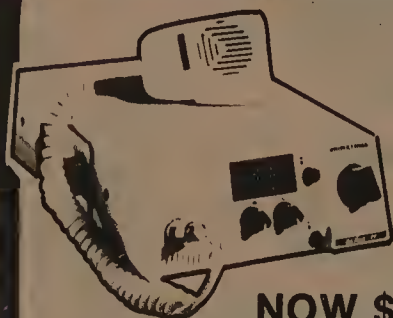


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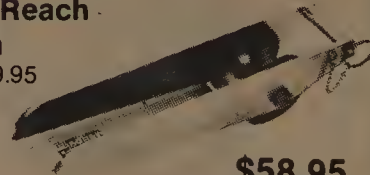
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For boats 20-45 ft.
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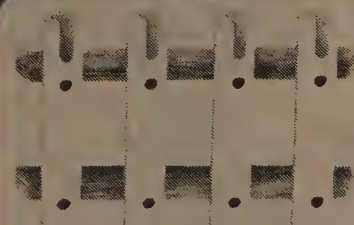
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Yamaha has built more than 400,000 fiberglass boats since 1960. 16,600 boats each year. Forty-five boats every day. For over two decades, Yamaha has been the standard of quality for boat buyers in Asia, Australia, Europe, Canada... and now the United States.

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You don't sell that many boats over so many years unless they're good. And, in terms of quality, Yamaha is unexcelled. Unexcelled in engineering. Unexcelled in performance. And unexcelled in value.

You see, Yamaha applies the same philosophy to building boats that made them a world leader in high quality musical instruments. They use the finest craftsmanship and engineering available to make the best sailboats in the world. Period.

Engineered for People

You know what you want in your new boat. You want a boat that sails well and handles easily. But just as important you want comfortable, liveable accommodations below. Soft, roomy berths. A galley that doesn't make mealtime a chore. Lots of stowage. A diesel engine that's so quiet that you have to remind yourself that it's running. And the luxury of elegant teak woodwork.

Topsides, Yamahas are laid out so that two people can sail the boat easily. Cockpit seats are contoured to fit you comfortably even when heeling. And

lifelines, bilge pumps, and other safety features are standard equipment. With boats ranging from 26-37 feet, Yamaha makes a boat that fits both your style of sailing and your budget.

Yamaha Boats Fool You

A boat with an interior this spacious and luxurious should be sluggish and slow. Not Yamaha. Yamaha boats are quick and responsive. For instance, the Yamaha 26 is a descendant of a Quarter Ton World Champion. A Yamaha 41 won the '82 Clipper Cup. And a Yamaha 33 won the China Sea Race. Yamahas are fast, but not at the expense of interior accommodations. If you race, your Yamaha will show herself to be very competitive. And even if you're not racing, it's more fun to pass other boats, rather than have them pass you. Yamahas have a unique combination of superior boatspeed and luxurious accommodations that *Yachting Magazine* hailed as "ingenious".

Maybe that's why, in Japan, six out of every ten boats sold are Yamahas.

Yamaha Owners Are Smart

They thought about all the boats to choose from, and they selected Yamahas. Smart choice. You see, Yamaha builds better boats than most people. After all, they have 24 years and 400,000 hulls worth of experience.

Better construction means fewer repair bills. And less maintenance. And higher resale value. And more trouble-free sailing. When you think about it, Yamaha is a smart investment.

Now You Know

Performance. Comfort. Value. Isn't that what you really want in a boat? More than 400,000 people around the world said yes. They want a comfortable boat that sails well. For a reasonable price. Built well to give years of trouble-free sailing. They chose Yamaha. Shouldn't you be next?

Boat Show Special Prices!!

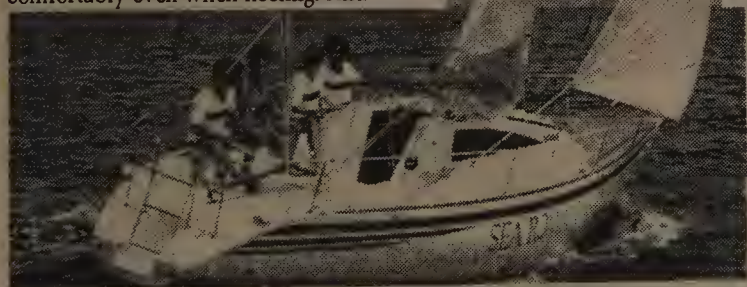
Sailaway (incl. sails, electronics, safety gear):

Yamaha 26	\$23,000.00
Yamaha 30	42,000.00
Yamaha 33	57,500.00
Yamaha 37	88,500.00

See us at the September Boat Show!!



YAMAHA

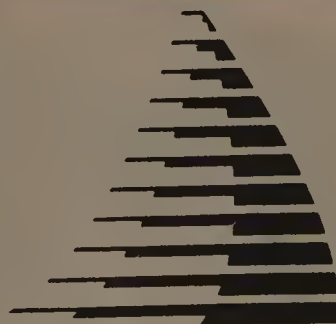


Yamaha 26 reaching near Arai, Japan, site of one of Yamaha's seven sailboat research, development, & construction facilities.

Selected Brokerage

20 Cal	3,500	30 Olson	30,000
20 Ranger w/trailer	6,900	30 Sonoma	35,900
22 Colombia	4,900	30 Dufour	30,000
23 Coronado w/trailer	5,400	32 Islander	45,500
23 Pearson Electra	7,850	32 Westsail	45,000
23 Ranger	13,600	33 Nor'west	55,000
24 Emerson	2,950	33 Yamaha	49,000
24 Farr w/trailer	14,500	34 Cal	44,000
24 J-24	14,500	34 Peterson	69,500
24 Moore 24	13,500	35 Pearson	44,000
25 Cal 25-2	25,000	35 C & C	35,000
25 Coronado	9,850	36 Colombia	39,500
25 Yamaha	21,000	36 Islander, from	58,800
25 Catalina, from	15,850	38 Gulfstar Trawler	112,000
26 Cheoy Lee	19,500	38 C & C, from	62,000
26 Colombia	12,500	39 Cal	77,000
27 C & C	26,000	40 Takai One-Ton	175,000
27 Vega	14,500	41 Yamaha Custom	Inquire
27 Catalina, from	14,500	41 Morgan O.I., from	85,000
28 Islander	34,900	42 Westsail	138,000
29 Cal 2-29	29,750	43 Westsail	148,800
29 Seafarer	15,000	44 Swan	180,000
30 Catalina	36,000	51 Schumacher	284,000
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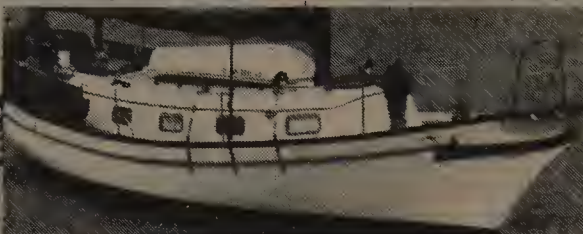


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26' 1976 Dawson Ketch
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37' 1977 Island Trader Ketch designed by angleman. This boat
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is ready to go and won't last. \$83,000



1967 Coronado 25 new
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248' 1980 Well Craft Com-
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50' 1975 Gulfstar Ketch Diesel	190,000
47' 1974 Olympic Adventure Ketch Dsl	128,500
44' 1976 Peterson Cutter Diesel	89,000
43' 1976 Westsail Ketch Diesel	145,000
43' 1977 Gulfstar Sloop Diesel	133,000
42' 1940 Alden Cutter Diesel	49,000
41' 1980 Islander Freeport Ketch Dsl	130,000
41' 1976 Islander Freeport Ketch	119,900
40' 1974 Challenger Sloop Diesel	94,000
38' 1979 Elvestrom Motosailer	89,500
38' 1976 Downeast Ketch Diesel	74,000
38' 1976 C & C Sloop I/B Gas	59,500
37' 1977 Island Trader Ketch Dsl	63,000
36' 1979 Islander Diesel	72,000
36' 1959 Lapworth Sloop Diesel	39,500
36' 1978 Islander Sloop Diesel	66,500
36' 1980 Hunter Sloop Diesel	61,500
35' 1981 Santana Sloop Diesel	Offers
35' 1974 Coronado Sloop Diesel	49,900
34' 1980 True North Diesel	62,000

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33' 1982 Hunter Sloop Diesel	44,000
32' 1976 Westsail Sloop Diesel	57,000
32' 1974 Ericson Sloop Atomic	32,000
31' Mariner Herreshoff Ketch Dsl	37,500
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30' 1979 Lancer MK IV Sloop Dsl	35,000
30' 1978 Lancer Sloop Dsl	30,000
30' 1976 Catalina Sloop Diesel	35,000
30' 1977 Catalina Sloop Diesel	31,500
30' 1978 Albin Ballad Sloop Diesel	33,000
29' 1973 Cal Sloop I/B	29,000
28' 1967 Columbia Sloop Gas	23,000
27' Dufour Sloop Diesel	25,900
27' 1975 Dufour Sloop dsl	29,000
27' 1980 Catalina Sloop Gas IB	24,000
27' 1978 Cal 2-27 sloop gas	27,000
27' 1978 Balboa Sloop	Offers
27' 1974 Vega Diesel	24,500
26' 1977 Chrysler Sloop Diesel	20,000
26' 1979 San Juan Sloop 6hp	18,000
26' 1975 Pearson Sloop 15hp OB	13,500
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26' 1969 Columbia Sloop OB	10,500
25' 1980 Merit Sloop 5hp OB	21,000
25' 1968 English Built Sloop dsl	20,000
25' 1960 Flur Blue	10,000
25' 1978 Lancer Sloop O/B	13,900
25' 1967 Coronado Sloop 6hp	7,900
25' 1968 Coronado	11,000
25' 1981 Catalina Sloop OB	14,600
25' 1981 Capri Sloop	Offers
25' 1980 Cal 25 Sloop 7.5 OB	22,500
25' 1979 Buccaneer Sloop 7.5hp	13,500
24' 1974 San Juan Sloop 7.5 OB	16,000
24' 1976 Northstar Sloop 4hp	15,000
24' 1969 Islander Bahama Sloop OB	8,000
24' 1967 Columbe Challenger Sloop OB	6,500
24' 1971 Cal Sloop	7,500
22' 1966 Santana Sloop OB	6,350
22' 1978 Chrysler Sloop	Offers
21' 1968 Venture Sloop gas	2,695
21' 1972 Venture Sloop	3,600
21' 1978 Spirit 6.5 Sloop OB	9,000
14' 1977 Hobie Sloop	1,800

POWER

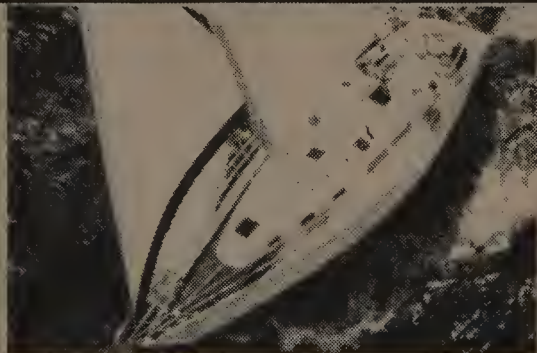
42' 1966 Trojan Cruiser, Chevy	\$68,500
41' 1967 Hatteras Sportfish, TW 8V-53	73,000
38' 1929 Cruiser, Chrysler	39,000
38' 1966 Chris Craft Roamer, Chrys	43,900
35' 1973 Roughwater Trawler, 120hp Dsl	52,500
34' 1963 Owens Cruiser Gas I/O	26,000
34' 1979 Mainship cruiser, diesel	60,500
34' 1977 Executive Fiberform Crsr	62,500
30' Island Gypsy Trawler '78	58,000
29' 1929 Trawler Mtrslr, Diesel	42,000
27' 5 1981 Bayliner Victoria Crsr, Gas	28,500
25' 1980 Wellcraft Comm., Gas	27,500
25' 1982 Farlone Cruiser Gas	41,500
25' 1979 Farlone Cruiser	29,500
25' 1981 Farlone/Trailer Cruiser Gas	39,000
24' 1975 Cheetah, Offshore, Chevy	11,250
23' 1983 Custom Trawler Diesel	23,500
21' 1972 Monterey Trawler Diesel	17,000
20' 1977 Pioneer Ski Jet	8,000

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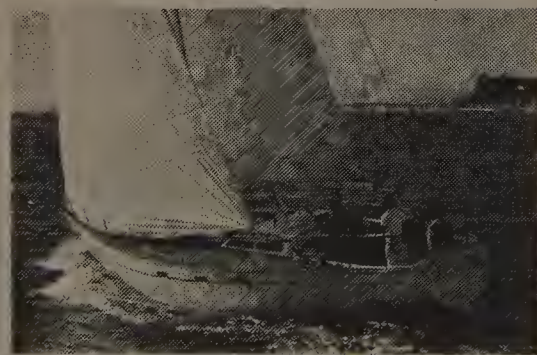
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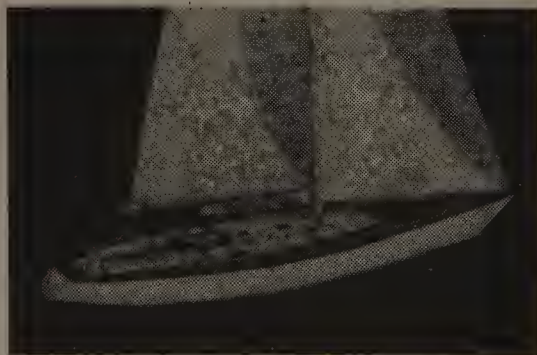
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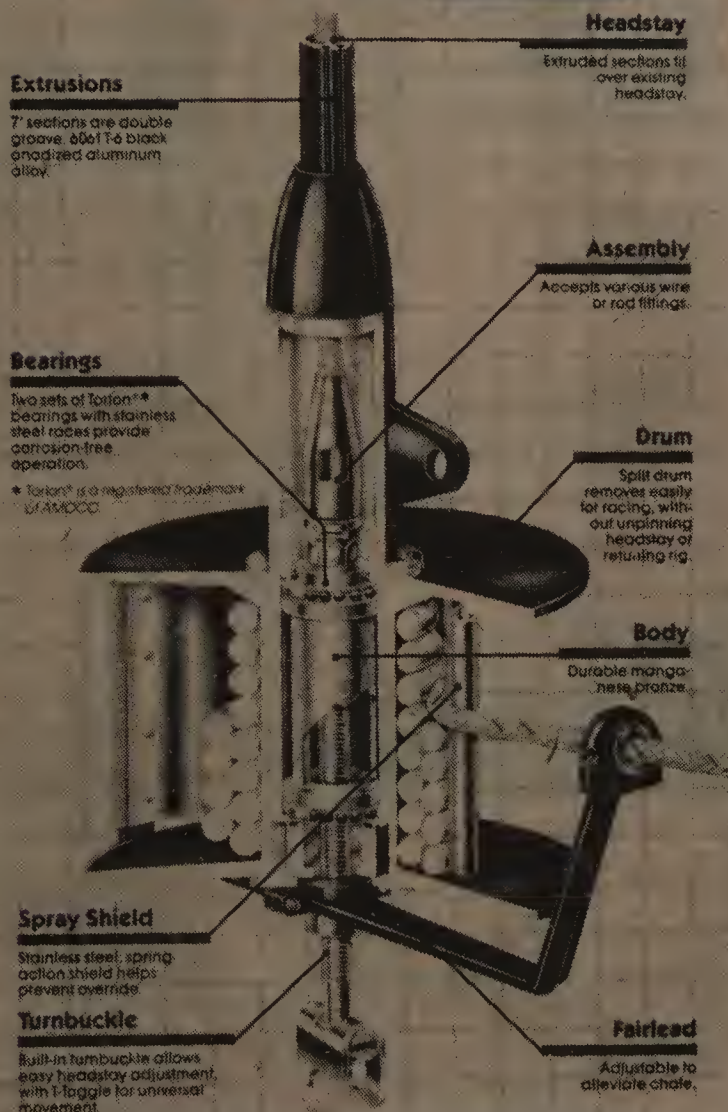


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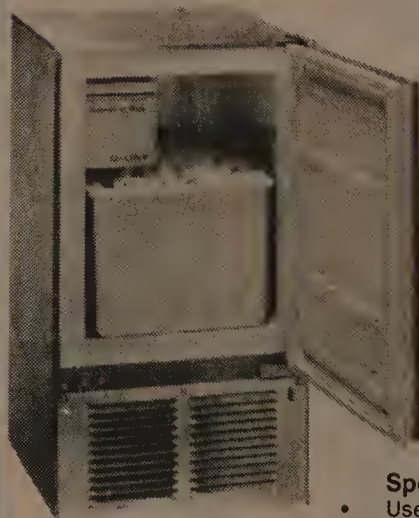
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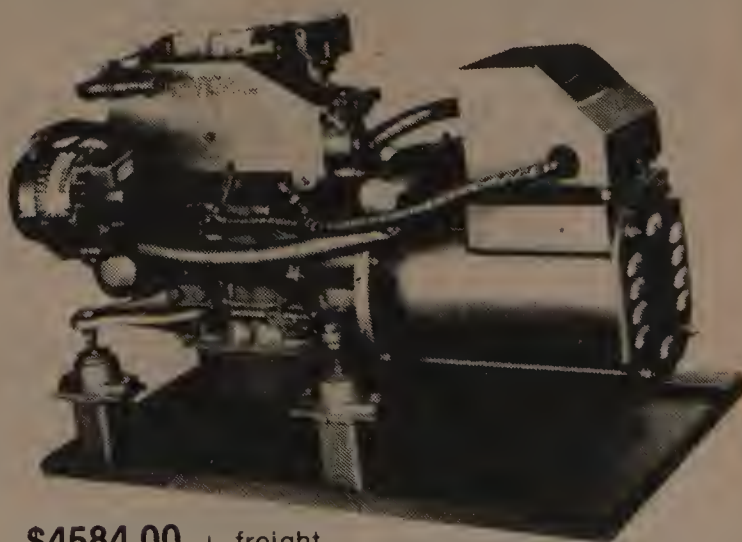
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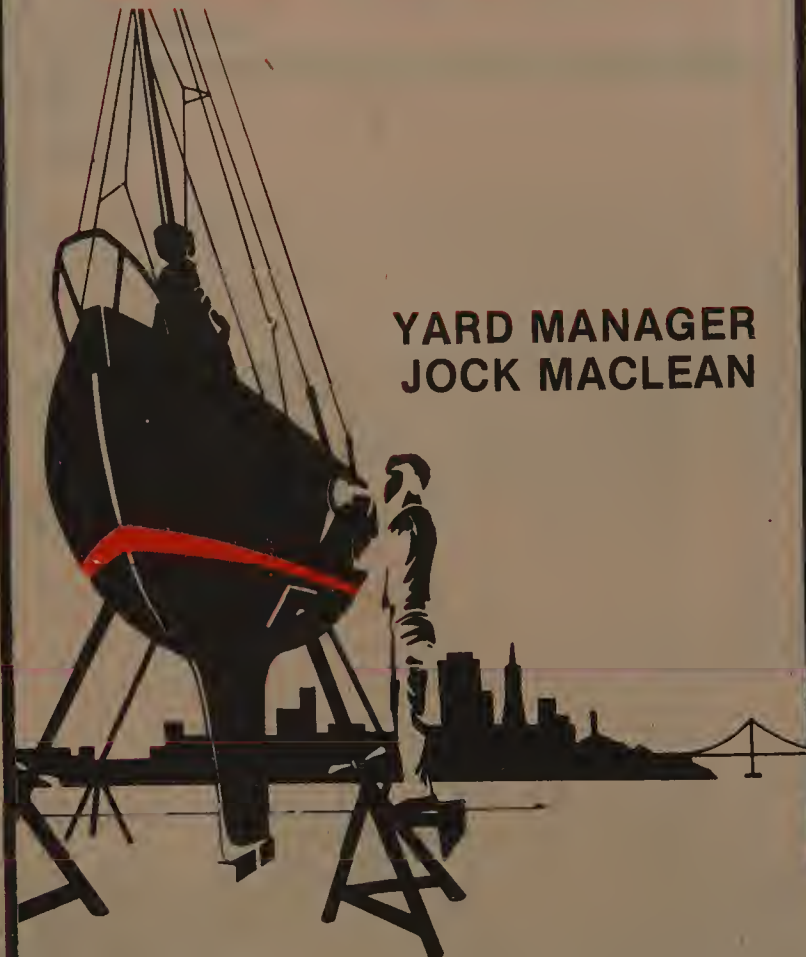
28 • 30 • 35 • 39 FRERS
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26'	Ranger	1970	\$12,900
27'	Catalina	1978	19,500
27'	Cape Dory	1979	37,500
28'	San Juan	1978	26,950
29'	Competition 1000	.....	1973	32,000
29'	Trintella	.....	1967	30,000
29'	Columbia	.....	1966	21,500
29'	Ericson	.....	1976	27,000
30'	Islander	.....	1980	39,900
30'	Catalina	.....	1979	37,000
30'	Cal 9.2	.....	1981	47,895
30'	Coronado	.....	1971	23,950
31'	Contest	.....	1973	54,000
31'	Pacific Seacraft	.....	1977	68,000
32'	Dreadnaught	.....	1980	87,000
33'	Ranger	.....	1976	45,500
34'	Aloha 10.4	.....	1983	87,600
34'	Peterson	.....	1980	69,950
36'	Islander	.....	1973	55,000
36'	Islander	.....	1978	74,000
36'	Bristol sloop	.....	1979	59,900
37'	Fisher motorsailer	.....	1978	125,000
37'	O'Day	1979	75,000
43'	Columbia	1970	78,500
44'	Peterson cutter	1977	134,900

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Bravura — UK
Brooke Anne — NS

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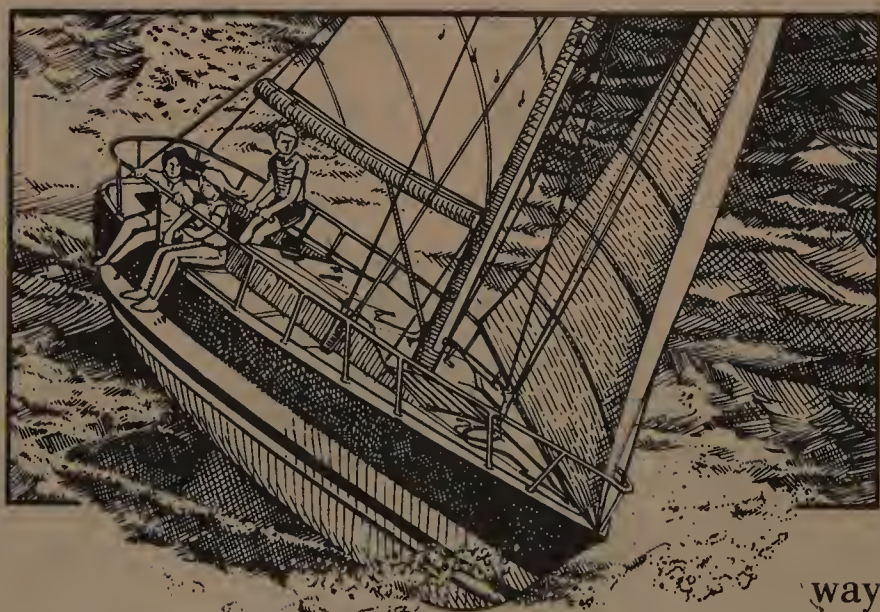
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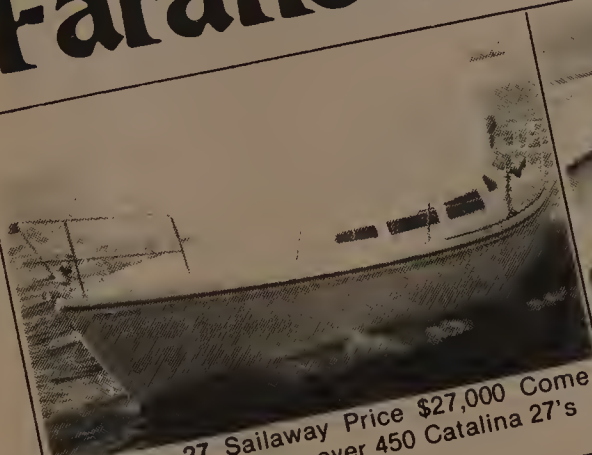
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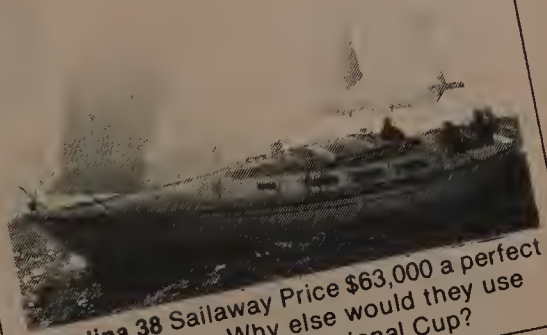
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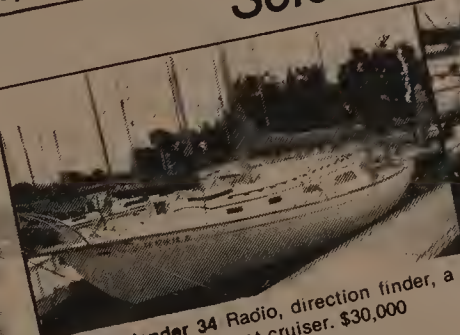


Catalina 38 Sailaway Price \$63,000 a perfect racer/cruiser. Why else would they use it for the Congressional Cup?

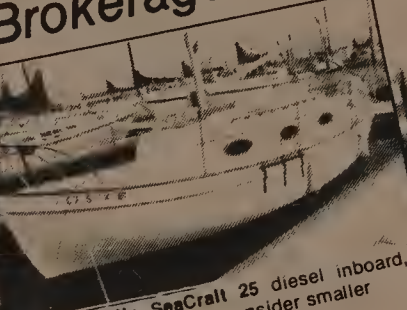
Selected Brokerage



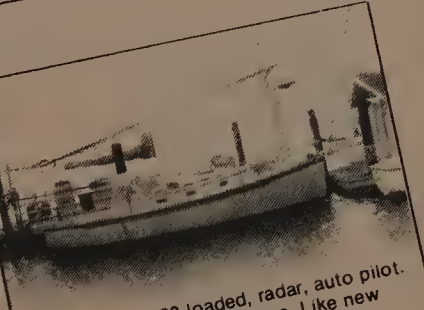
1974 Cal 3-30 9 bags of sails, Barient winches, very clean. \$34,900 Sistership



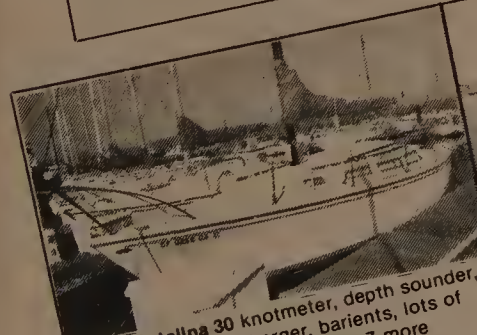
1988 Islander 34 Radio, direction finder, a lot more - great cruiser. \$30,000



1977 Pacific SeaCraft 25 diesel inboard, radio, owner will consider smaller trailerable (power or sail) in trade \$22,000



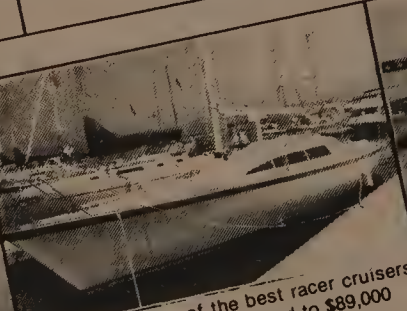
1981 Nonsuch 30 loaded, radar, auto pilot. WS/WP/KM/DSI, and more. Like new \$69,000.



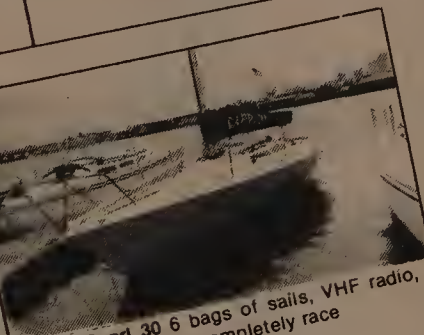
1977 Catalina 30 knotmeter, depth sounder, radio, battery charger, barients, lots of extras, clean. \$32,500. 7 more to choose from.



1975 Cal 2-29 Diesel, VHF, depth sounder, shower, CNG stove, roller furling, pedestal steering. Great sailing boat \$31,900.



1984 Farr 38 one of the best racer cruisers made. Diesel, just reduced to \$89,000



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1971 Bristol 22	7,950
1979 Catalina 22-6 from	4,100
1979 U.S. 22	5,500
1972 O Day 22	6,700
1976 Ranger 23	12,500
1969 Islander Bahama	7,800
1979 J-24	9,900
1977 Pacific SeaCraft 24	22,000
1968 Gladiator 24	7,900
1979 Catalina 25-5 from	14,200
1978 Columbia 25	17,500
1978 In. Folk Boat-2 from	13,000

1965 Pearson 26	10,500
1978 Contessa 26	23,500
1978 Catalina 27-7	from 16,500
1980 H-27	16,000
1972 Ericson 27	24,000
1972 Ranger 29	29,000
1971 Ranger 29	29,000
1974 Cal 3-30	will trade
1970 Dufour 30	34,900
1973 Columbia 30	35,000
1978 Hunter 30	29,500
1978 Catalina 30-7	33,500
1981 U.S. 30	from 33,000
	38,000

1974 Cal 3-30	34,900
1981 Nonsuch 30	67,500
1979 Cal 31	46,500
1974 Ericson 32	32,000
1974 Ranger 33-2	from 44,675
1981 U.S. 33	46,950
1981 Wylie 34	59,000
1968 Islander 34	30,000
1982 Pearson 36.5	89,950
1984 Farr 38	89,000
1980 Catalina 38-2 from	60,000
1974 Challenger 40	77,500
1976 Westsail 43	145,000
1980 Lancer 44	174,000

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□ LETTER TO FRIENDS

Words are hardly enough to express my heartfelt thanks and gratitude to all of the wonderful and sacrificing friends and strangers who assisted, supported and gave me love and strength during and after the tragic loss of my beloved husband, Bob Pugh. [*"Double Murder in Mexico"*, Volume 85, page 96].

There are many other people whose names I never knew; and to all of those not acknowledged in this letter, please forgive me.

1. Gordo and sons, who run the fuel dock, who helped and gave assistance with numerous provisioning details and all of the saddened and beautiful Mexican people of Turtle Bay who shared my grief. Their gifts, food and hospitality will never be forgotten.

2. Mike and Vicki, no last name, anchored in Turtle Bay, who saved my life by picking me out of the water, clothed me and took me to shore to radio for help.

3. Greg and Debby Busby on their goodship *Hia* who were with me through endless hours and days of interpreting with officials and treated me with tender and loving care. They will ever remain special in my heart and memory of my husband's final sail to sea where his ashes were spread from their yacht June 28, 1984, in San Diego.

4. John and Christy Walton, Mark Robson and Janette Salbo on the Walton's trimaran *Meshach*, who risked their lives by giving chase to my boat *Matani Vahini*, with Bob being held captive as the two murderers were pirating her. Without their selfless actions, I may have never seen my husband or boat again. Their care and support were like having my family with me.

5. Peter Davidson, yacht *Spellbound* who aided and was with Bob in the hospital. His tenderness and hours of assistance helped give us all hope and a few more hours of life to Bob. Without those hours I would never have had the last opportunity to embrace and kiss my husband, talk and be with him in his last few breaths of life.

6. Claudia Sewer, American Consulate, Tijuana, who flew to Turtle Bay to be with me and accompany me to San Diego and helped me get back my wedding rings and assisted in the release and return of our boat.

7. Leonard Ash of the *San Diego Log* for his help in getting information and endless phone calls, and Pat Miller for her concern and articles of information.

8. Pacific Marine Supply, Shelter Island, San Diego, a very lovely lady known only to me as "Ces" who spent endless hours contacting radio ham messengers and relaying telephone messages. Ces was the center person that made the recovery of my boat possible.

9. Bob Bisby of Bisby's fuel dock, Newport Beach, for radio contact SSB to get survey information.

10. Mike Hope, delivery skipper yacht *Yeager*, Costa Mesa, who gave of his time while in Turtle Bay, surveying and assessing the damage to my boat and radioing this information to San Diego.

11. Hank Durant, yacht skipper, San Diego, with numerous leads and information.

12. Lin and Larry Pardey who immediately contacted me the minute they heard of my ordeal and brought my boat home. Without any thoughts of money or rewards, they gave weeks of their time, assuring me daily, dealt with officials and endless red tape, travelled by cars, buses and taxis from San Diego to Turtle Bay, a 2½-day trek of heat, dust, breakdowns and exhaustion to sail my boat back. They spent several days cleaning, provisioning and temporarily repairing the boat enough to make the five-day sail to San Diego. All of this and more from two people I had never met. Lin's only request of me: promise me you will get back out there and sail again; we need all the women we can get in the sailing world. I got to meet this gracious, caring, assuring and most competent couple upon their return. The

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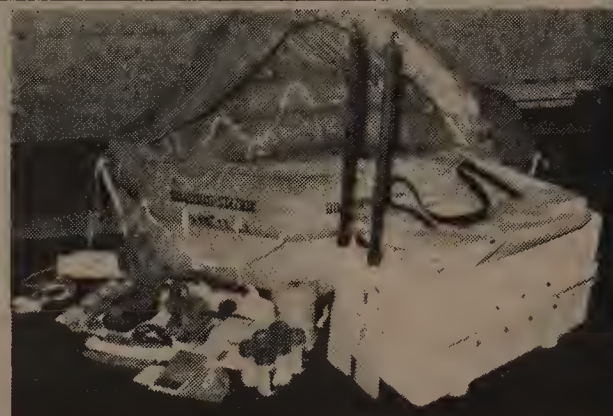
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LETTERS

warmth and love extended to me is almost beyond belief. God bless you Lin and Larry.

13. Rick and Shaun Tempesta, yacht *Orcas*, anchored in Turtle Bay when the Pardeys arrived and cooked dinner for them and assisted with stores and supplies.

14. Jim and Jean Kirby put together a box of tools to assist the Pardeys' return sail from Turtle Bay and helped them in numerous ways.

15. Jack Clark, sailor from San Diego, who gave assistance and information.

16. Jim and Marty Carnavale, yacht *Spendrift*, San Diego, for transporation from San Diego to Tijuana and cared for the Pardeys' beautiful new yacht *Taleisin* while they were away.

17. Secretary, San Diego Harbor Police, for messages and boat slips.

18. The Southwestern Yacht Club, San Diego, for providing a slip upon my boat's arrival.

19. *Sail* magazine for money donated to aid in expenses of phone calls.

20. *San Diego Log*, *Sail* magazine and *Latitude 38* for allowing me to express my love and gratitude to so many wonderful and self-sacrificing people.

Marlene, Loving wife of Robert C. Pugh
and Family
Son, Bruce Pugh
Daughter, Kathi Pugh
Brother, Chet Pugh
Father, Chester Pugh
Step-daughters, Lindi McMahon, Debbie
Laffranchini and Robin McConnell

□ MORE ON NEWPORT

Reading your article, "California Cruising — Newport Beach", prompts me to add my two bits. Since I've "wintered" here, I've found several places that would be of interest to anyone heading south this fall.

1. There is a laundry facility, mail box, photo developing, library, and small grocery store in the area around Island Avenue and Balboa Boulevard on the Balboa Peninsula. Just row southeast from the general anchorage, under the bridge to Bay Isle (near or at high tide is best), tie up and walk three blocks toward the ocean.

2. Mooring cans are available all over Newport for up to 20 days at just \$5 a night. A word of caution, the moorings immediately west of the Newport Harbor YC are plagued with seagulls. I recommend you go further west to the area off 14th Street — and further. It's well-protected, you have a dock to tie up to, and there's a small market on 15th Street.

3. Newport's fuel docks are at the Balboa Pavilion; near where the Balboa Ferry lands on Balboa Island; and way up in the north-west corner where Newport Boulevard crosses the Pacific Coast Highway. Besides fuel these places all have beer, wine, ice, etc.

4. West Marine Products has an outlet at 29th Street and Newport Boulevard; they are the only ones that carry *Latitude 38*.

5. Balboa Marine Hardware is across from Wheelhouse Compass. These are two excellent places with knowledgeable people, good stock and excellent service.

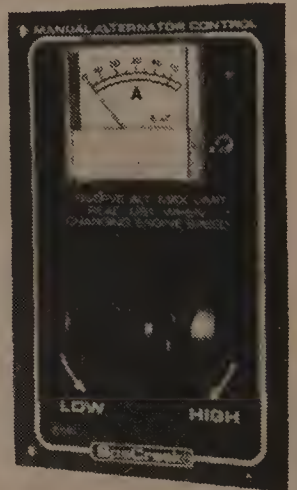
6. Minney Ship Chandlery is just a little further down the PCH and is full of new and used marine hardware. This is the only place with a great selection of South Pacific charts.

7. The Ulmer-Kolius loft is one block off Newport Boulevard at 29th Street. They offer sail repair at a reasonable cost.

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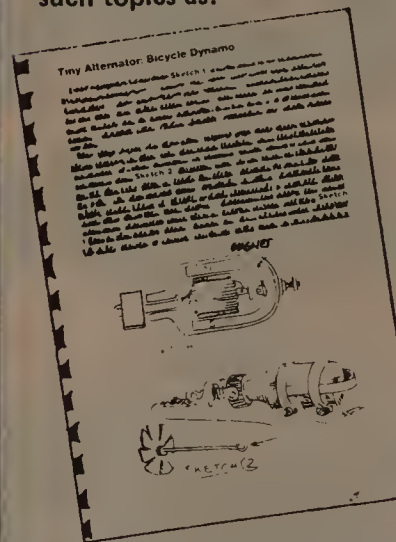


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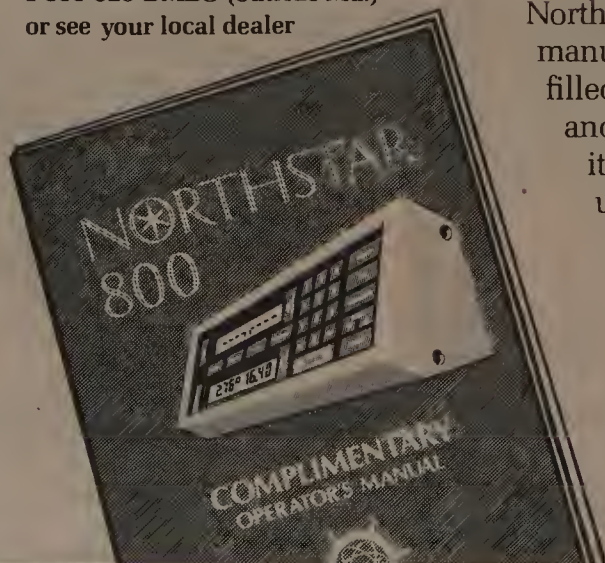
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LETTERS

8. The best place in Newport for happy hour hors d'oeuvres is Anthony's Pier 2. It starts at 4:30 and continues until . . . ? They've clams, oysters, a salad bar, great drinks, dinners, and a piano bar. You'll have to dinghy east under the PCH bridge to get there.

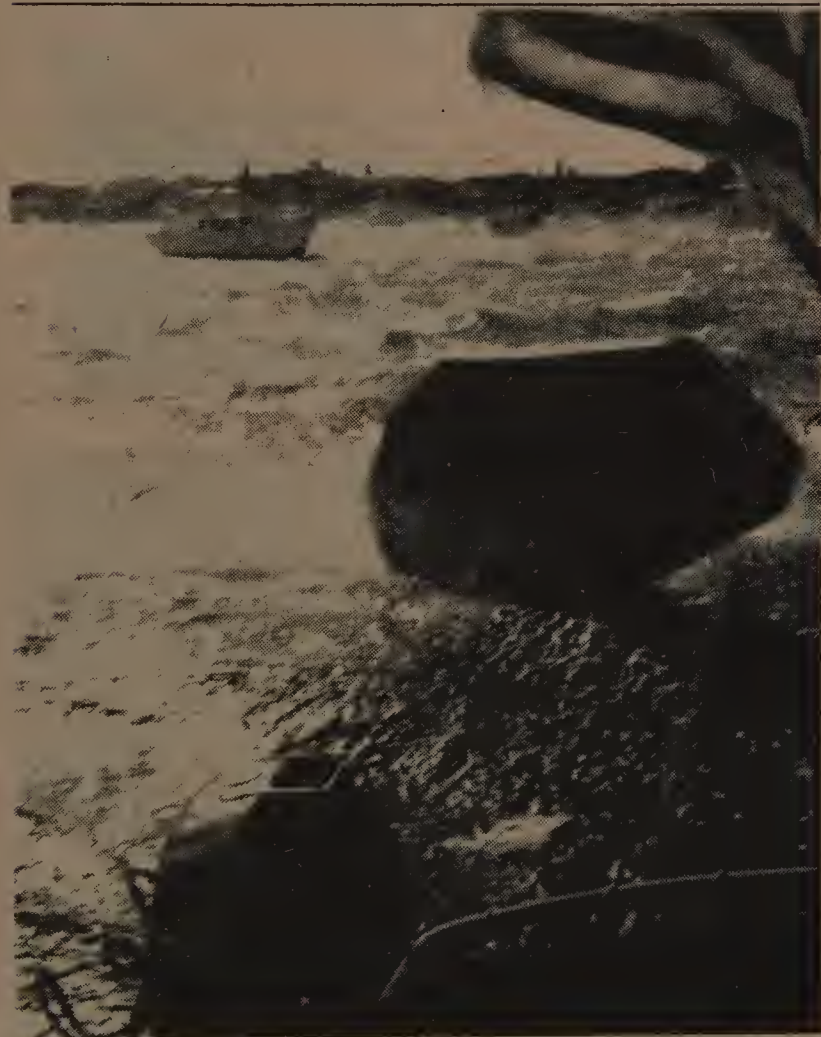
9. Josh Slocums' on the PCH is the second best place for happy hour. Excellent drinks and dinners, but no guest docks.

10. The Italian Villa, just up the road from Josh Slocums', has a guest dock, as well as good drinks, dinners, and a piano bar.

11. Woody's Wharf at 32nd and Newport has a guest dock, good drinks, and reasonably priced dinners.

12. The infamous Wedge, at the west Newport jetty, is a bone breaker for body surfers. It's the best on the coast if you're good. It's lethal if you're not good.

Incidentally I was at anchorage when I believe you folks were tied



Dinghy flying during a Santa Ana at Newport Harbor.

up at the Newport Harbor YC doing your story. We did have a pretty strong Santa Ana blow through there in January. They recorded 62 mph at the Newport Harbor YC. My picture here shows my 9-ft Achilles tethered to my stern pulpit. The dinghy would take off and fly up to 15 feet in the air, and then slam down again. This lasted approximately three hours, during which it was about 75 degrees. Nice. It took two CQR's and 150-ft of chain on each to hold on to the mud bottom.

I've a few details to take care of down here and then I'll be departing on my extended cruise. I hope to keep in contact with you as I circumnavigate.

Don Mollett
Santa Barbara

the Mariner

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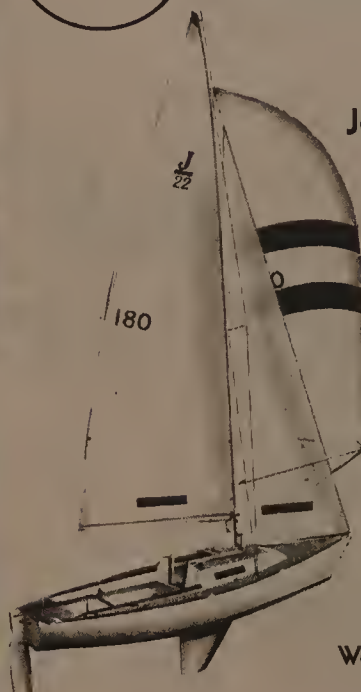
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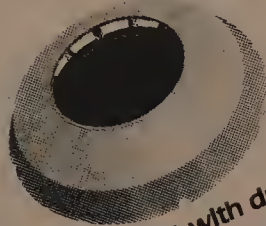
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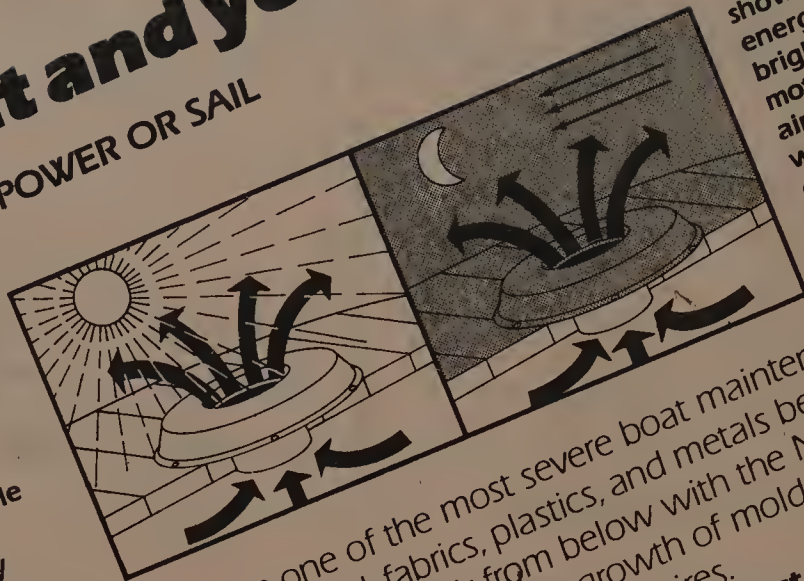


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LETTERS

Don — We do hope you stay in touch with us. And thanks for the additional information on Newport Beach.

Incidentally you can also pick up Latitude 38's at the West Marine Products store on the Pacific Coast Highway, at General Yachts (3408 Vio Oporto #4), Kolis Sails, and Charlie's Locker. But get there near the first of the month because they do go fast.

□ THE VIEW FROM DOWN SOUTH

Just finished your Marina Survey II article. From the sound of those boatowners responding to your survey, there's not a decent marina in the Bay Area. Either the Bay Area boaters are in deep shit or there's a lot of spoiled cry baby boatowners around.

One other factor which may play even a bigger part in Marina conditions — if they are as bad as your survey shows — is profit. "Investors" have found big profits in marinas. They require little help to operate, are quiet and easy to control. The owners/management are always right — boatowners always wrong — at least in the eyes of port commissions/owners and, they make lots of money for everyone. When "concerned" boatowners start owning and running marinas, then, and only then, can you expect to find an improvement in conditions.

You and some of your contributors — and I find public marina slip holders the worst offenders — cast snide remarks occasionally at the yacht club folks. Snide away if they will, however, you do not find the conditions your survey brought out existing at clubs. Therein is the secret. Clubs are for their members, marinas for investors profits.

Perhaps if *all* boatowners in each public or private marina formed their own association to deal with marina/management problems, they could solve some of the survey trouble. However, that will never come to pass because there are always those "marshmallows" that refuse to take an interest or participate. They're the ones that use their boats two or three times a year. We all know the kind, and what's so sad is that the marinas are full of them.

Regarding your article on Boat Pox/Gel Coat Blisters, you should have done your homework a little better. I refer you to *The Practical Sailor*, Volume 10, Number 15, August 1, 1984, titled: "Boatpox: Scratching the Surface of a Perplexing Problem". You quoted Buster Hammond of Islander Yachts as claiming only two blistered boats out of 9,000. *Practical Sailor* reported 35 boats between 1967-80 with 49 percent of the bottoms blistered. Only three of those was given any help by the builder. Also, Catalina had 53 reported in the PS survey, built between 1972-83. None received builder help.

For your staff and any and all boatowners, I would highly recommend a subscription to *The Practical Sailor*. They are the most highly informative and best source of equipment reports and boat problem reports available. Since they accept no advertising, they tell it like it is. If a piece of equipment is a piece of shit, they tell you it's a piece of shit. No pretty pictures, no racy graphics, just good, honest reports (Box 819, Newport, Rhode Island 02840).

Above and beyond my criticism here, your magazine continues to be the very best of its kind in the country. Here in San Diego the copies are sold out in two or three days. That says a lot about a great publication.

George Roberts
San Diego

George — We don't think the average marina in Northern California is as nice as the average marina in Southern California — but there are a couple of good reasons for that. One is the price; we think marina space up here is a little bit cheaper. Secondly, the marinas in Northern California don't get the heavy year-round use like those do

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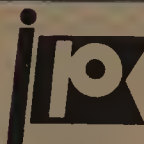
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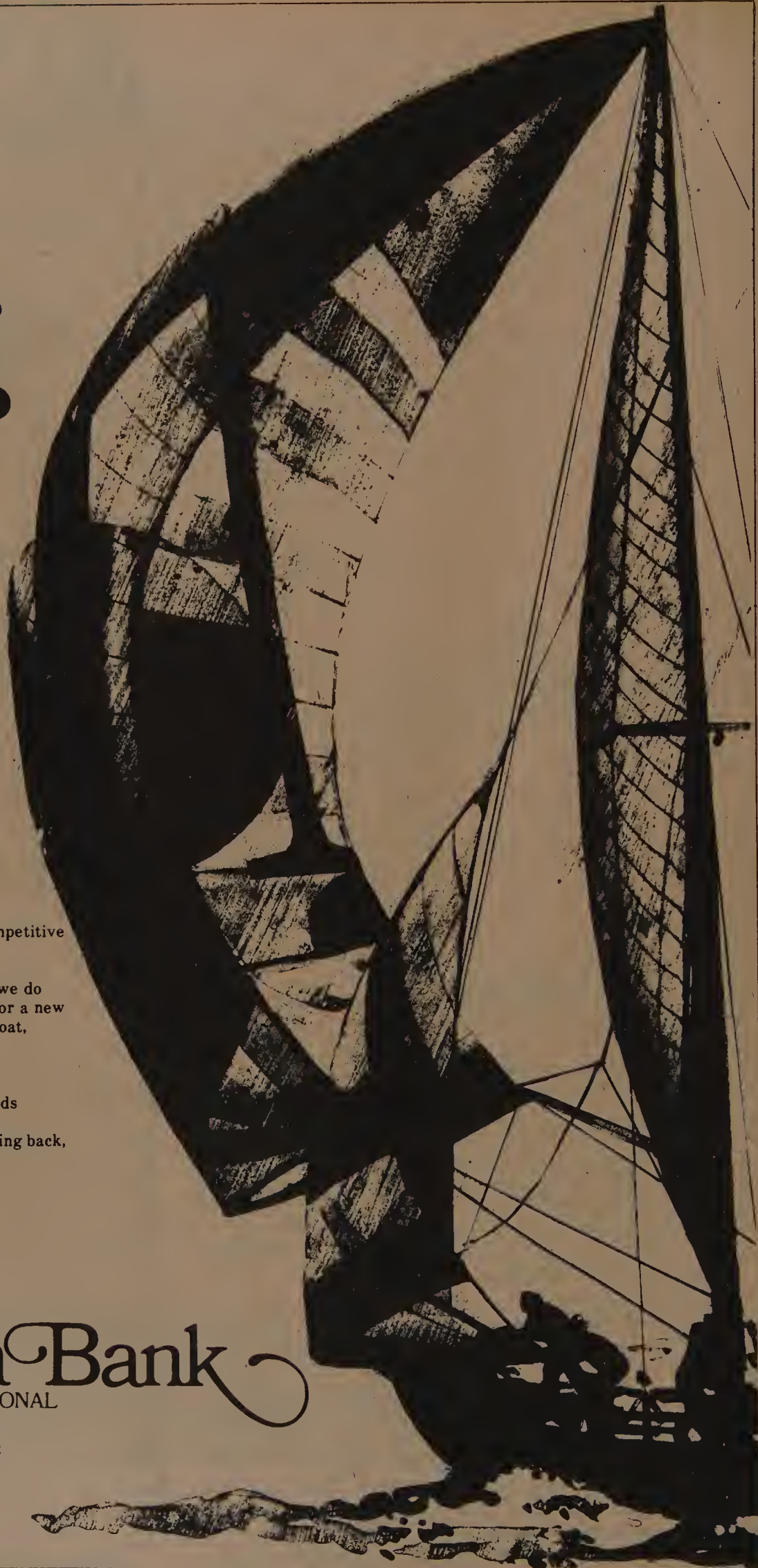
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LETTERS

down south, so there just isn't the volume to make them competitive.

However we don't think the marinas in Northern California are as bad as the Marina Survey comments made them sound.

We agree with you that speculation in marinas is often responsible for the increase in rates, but we think you're mistaken if you think that running — or especially improving — a marina is a simple, easy job. Of course Southern California marinas don't have the dredging problems or the BCDC.

As for The Practical Sailor, we used to read it all the time. But we didn't always agree with their conclusions, and many times this was in regard to products we had lots of first-hand knowledge about. The one that really blew us off PS was when they rated Baltoplate as being among the worst bottom paints. Worst for what and under what maintenance schedule they didn't indicate. It was interesting too that Dave Allen had used Baltoplate during his great international success with Imp, that Merlin had used it to break the TransPac record, and that many other outstanding racing boats of the time were using it. Either Dave Allen, Bill Lee, and all the others had scored triumphs overcoming this bottom paint as a handicap, or else PS's testing method wasn't up to snuff. Based on our personal experience, we decided the latter, and regretted what we thought was a good product had been unfairly damned. Baltoplate, in our estimation, was not the only product that suffered this fate.

We still think PS is a good read if you read it the way you should read Latitude 38: with a little skepticism.

□ BACK ISSUES

The first thing I would like to say is, great little magazine. On second thought, with 216 pages it isn't so little. Anyway, I have always enjoyed reading it and have found much useable information and many good stories within.

Here in San Diego the copies go so fast that I thought you had gone out of business or quit shipping them down here. In fact, I had not seen an issue since last March. (I missed the June and July issues — managed to find probably the last August issue in town yesterday) and while reading it this morning I ran across your Northern California Marina Survey, Part II. Since I am interested in marinas and how they are run, etc. I was curious to read Part I.

I was wondering if you have an extra copy of the issue that had Part I in it available. If so, could you forward me a copy and let me know what the costs are.

Roger Bartlett
San Diego

Roger — Back issues of Latitude 38 are available for \$3. We do have copies of the July issue, in which Part I of the Marina survey appeared.

□ BOATBUILDING MATERIALS

My wife and I would like to buy a sailboat, 40 to 50-ft long with wide beam. We plan on starting a boat maintenance business and do lots of long distance cruising.

Our problem is figuring out what type of hull material and construction to choose. (We prefer well-known builders). We like the pilothouse design, as it has the room we need and also has inside steering.

We have been boat-looking and talking to many people. Everyone has different thoughts on designs and materials.

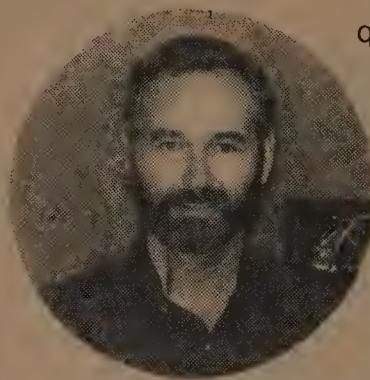
Steel is very strong and stable, but rusts continuously and needs lots of out of the water maintenance — such as sand blasting every couple of years.

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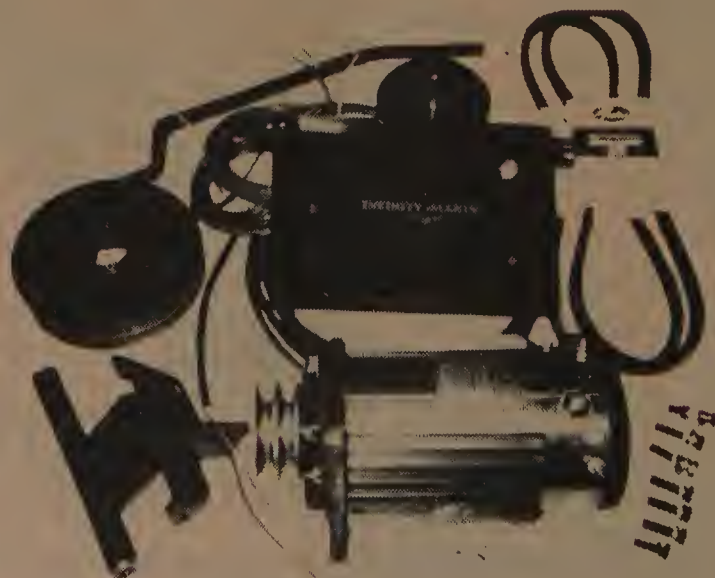


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LETTERS

Cement is stable and holds a course well, with average maintenance. But we are told to stay away from cement unless the boat's construction history is known.

Fiberglass requires minimal maintenance, however it cracks easily, has little displacement, bobs, and won't hold its course well.

This is what we've been told by pleasure boaters and fishermen. True or false?

We would appreciate any information or recommendations on designs and materials for a good cruising boat.

This is a very big investment for us, and we would like to get the right boat the first time.

Scott Power
Fort Bragg

Scott — *You're not pulling our leg, are you?*

Assuming you're not, we'd suggest that the sailing characteristics of a boat have very little to do with the kind of material it's made of. It's similar to the effect the color of a car has to the way it takes corners. Steel boats can be skitish and skate off course while some fiberglass boats don't bob at all.

There are some indirect effects, however. For example, it's difficult to make an ultralight cement boat.

On the assumption you're looking for a medium to heavy displacement boat, you'll be able to find great examples in steel, aluminum, fiberglass, wood, cold molded wood, cement, and probably some other materials we can't remember. Of these the only one we'd caution against is cement by the fact that they are usually the most difficult material boat to resell. If we had to take a guess with what kind of boat you'll end up with, it would be fiberglass. There are so many of them around that you can usually find the boat of your dreams in that material. And fear not, properly built fiberglass boats don't crack.

You're big quest is finding the right design for you. The only way to discover that is to try and sail on as many different boats as possible. Good luck.

☐ THE RIGHT RESPONSE

In your April issue I placed an ad titled, "First Mate Available". I would like you to know that the response to the ad was tremendous, and I met many nice men and their sailboats.

The outcome is that I met a wonderful man, Art, who happens to be an excellent sailor with a Sea Star 46 berthed in Alameda and a Cal 28 berthed in Bellingham, Washington.

We have just returned from two wonderful weeks sailing the San Juan Islands in Washington on his Cal. Art is very patient teaching me to be a better sailor, in return I am a gourmet cook in the galley. I think I always will be a better gourmet cook than sailor, but I am learning and I certainly can do a great job helping him with keeping the teak deck on the Sea Star in top condition.

This story really is like a knight in shining armor — only the knight had no horse but a beautiful sailboat.

Classy Classifieds do work. Thanks *Latitude 38*.

Ginger Cheema
Oakland

Ginger — *We're happy for all of you; boats and people.*

☐ OUT OF THEIR WAY

Along with my subscription, I wanted to extend a special thanks to the guys on *Lo-Ti*, a powerboat in Clipper 2, Sausalito. They went out of their way twice to pull our Santana 22, *Nemesis*, off the mud in the harbor. On the first occasion it allowed us to finish third in the

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AS LITTLE AS \$806.01 PER MONTH

EQUIPMENT ON

STANDARD MODEL TAYANA 37

Hand-laid up fiberglass & deck
Aluminum spars w/electrical conduit
Engine cooling water intake strainer
8 oz dacron main, 6 oz dacron jib
6 oz dacron staysail
Sail bags for all sails
Sail covers for all sails
Teak emergency tiller
S/S bow pulpit, S/S stern pulpit
(6) bronze hawse pipes & mooring cleats
Teak cockpit seats & cockpit grating
Teak skylite, teak companionway hatch & doors
Teak forward hatch, exterior teak trim
11 bronze opening ports, (2) coaming lockers

S/S dinghy davits w/teak cross bar & cleats
8' fiberglass dinghy, oarlocks & oars
Exterior teak handrails, (2) samson posts forward
S/S stanchions, dbl lifelines w/gates P&S
Bowsprit w/teak platform & anchor rollers
Teak joinery & cabinetry through-out
Hull insulation in all lockers
Formica counters in head & galley
Teak framed mirror in head, interior teak handrails
V-berth filler — (8) 12v cabin lights
12v electrical system w/3 way switch & circuit breakers
110v shower power socket w/3 way switch & circuit breakers & (6) 110v outlets
International running lights
12v spreader lights, 12v anchor light
Manual marine head, 30 gallon holding tank

10 gallon hot water heater, 110v & engine
H&C pressure water, (1) high capacity manual bilge pump
(1) PAR heavy duty electric 12v bilge pump
Bilge pump stainer, bronze sea cocks on all thru hulls
Diesel engine — Yanmar 3QM30F fresh water cooled 33 hp
(8) Barlow winches, S/S staysail traveler
S/S genoa track w/cars, pedestal steering w/teak wheel
(4) dorade vents, chain locker & deck pipe
Teak rub rail, teak cabin sole, ice chest w/4" insulation
(1) 120'AH 12v battery & fiberglass box
90 gallon fuel tank under V-berth
110 gallon S/S water tank in bilge space

"ASK THE SAILOR WHO OWNS ONE!!"

CUTTER SPECIFICATIONS

LOA	42'2"
LOD	36'8"
LWL	30'10"
Beam	11'6"
Draft	5'8"
Displacement	22,500# (dry)
Ballast	7,340#
Sail Area	864 sq. ft.
Main	342 sq. ft.
Jib	292 sq. ft.
Staysail	230 sq. ft.
Power	Diesel
Water	100 gallons
Fuel	90 gallons

KETCH SPECIFICATIONS

LOA	42'2"
LOD	36'8"
LWL	30'10"
Beam	11'6"
Draft	5'8"
Displacement	22,500# (dry)
Ballast	7,340#
Sail Area	768 sq. ft.
Main	263 sq. ft.
Jib	209 sq. ft.
Staysail	156 sq. ft.
Mizzen	140 sq. ft.
Power	Diesel
Water	100 gallons
Fuel	90 gallons

The universally famous Tayana-37 is a true masterwork of the yachting world. Designed by Robert Perry and built to the most stringent specifications in the industry to TaYang, she is without exception the finest yacht investment available.

The Tayana-37 is available with ketch or cutter rig and in trunk cabin or pilot house models.



NORTHERN CALIFORNIA'S ONLY TAYANA DEALER!

WINDSHIPS

54 JACK LONDON SQUARE

(415) 834-8232

OAKLAND

OPEN 7 DAYS A WEEK • AFTER 6 P.M. BY APPOINTMENT

LETTERS

race, our best finish yet.

We have moved since then, but I wanted to warn the Clipper 2 tenants that they probably won't dredge the harbor deeper until you write lots of letters.

Rumor has it Lo-Ti is somehow connected with Latitude 38. Is that so? The Heinekens were not near payment enough, so I take back most all the things I've said about powerboats.

John Bischoff
Sausalito

John — Thanks for the kind words. Lo-Ti, also known as Scout II, was Latitude 38's photo boat up until just a few days ago when we acquired Thirty-Eight Special.

Want the low-down on powerboats? Boring, boring, boring. A necessary evil though, when taking sailing photos.

□ CAN'T SMELL THE STINK FOR ALL THE POOP

I just finished your most recent issue with its ongoing BCDC commentary and the Marina Survey. It seems most interesting that an advisory panel whose main concern is with the sanitary environmental conditions in the Bay has totally missed the deplorable conditions cited consistently by berthers in our local marinas. The BCDC has once again completely overlooked the true focal point of unsanitary conditions. The Commission should rally to its true calling — shoveling shit on land instead of the sea.

Keep up the good work — true examples of middle class American folk humor are difficult to maintain in these trying times.

Remember — #1 if by sea, #2 if by land!!

J.W.
Oakland

J.W. — Everything that has been going on is the work of the BCDC Staff, not the Commission, which as yet has not accepted the Report on Houseboats and Liveaboards or the Richardson Bay Special Area Plan.

□ SENIOR CITIZENS, WE WANT TO HELP YOU GET STARTED IN THE CREDIT WORLD

Did you folks accept the extremely tasteless ad on page 28 of your August issue in order to give Mr. Laurence of Coastal Cruising school the opportunity to make a fool of himself in print, or did you have a fiscal problem in turning down the full page revenue?

No one can argue that sailing is, at times, a very macho sport. But this ad takes macho to new and very questionable heights. Your female readers should be as fascinated to learn that "It will take balls . . ." to cruise offshore, as I was to learn that sailing with Mr. Laurence is the only way I'll ever discover whether or not I have any " . . . brain power".

What total bullshit!

Gary R. Dahl
San Jose

Gary — We didn't think the ad was tasteless, we thought it was peculiar. Mr. Laurence was brutally honest in his perspective — for better or worse — and we appreciated it for that. Considering our devotion to the "why be normal?" movement, how could we possibly turn it down?

□ ATOMIC MANUAL A BOMB?

I sent away for the "Atomic IV Service and Repair Manual" published by Seacraft Publications Ltd. of Canada — as a result of my

WINDSHIPS

OF 54
JACK
LONDON
SQUARE

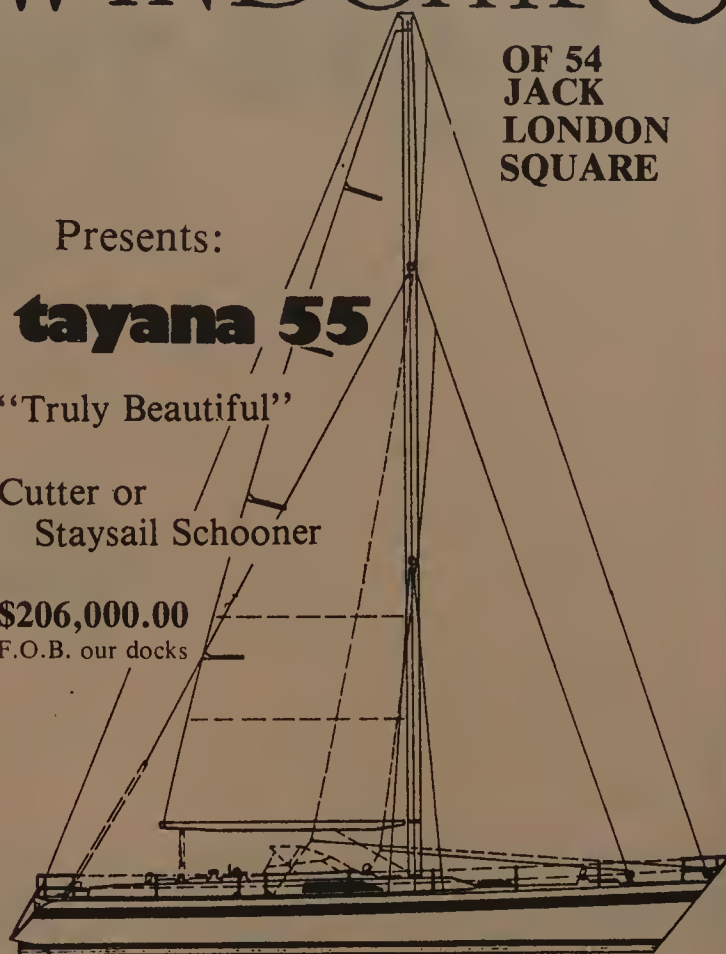
Presents:

tayana 55

"Truly Beautiful"

Cutter or
Staysail Schooner

\$206,000.00
F.O.B. our docks



ON DISPLAY NOW!

*The only production boat that can be customized to
your individual interior layout requirements
by master craftsmen at production prices.*

VERY FAST — HANDLES EASILY — LUXURIOUS

DESIGNED BY PIETER BEELDSNIJDER

Beeldsnijder has responded brilliantly to the demand for a bigger boat that offers unashamed luxury and an exhilarating change of pace!

Keywords to the Tayana 55 are *flexibility* and *choice*: fixed keel or centerboard, schooner or cutter, aft or central saloon, three or four staterooms. Each Tayana 55 is built to order, to precisely suit each owner's requirements.

All Tayana 55's are built in Lloyd's approved premises under close supervision with almost fanatical attention to detail!

Beeldsnijder packaged his beautiful interiors into a hull of incomparable beauty and efficiency. The straight bow, wide open decks, low, nicely streamlined cabin with lines the blend neatly into the reversed transom, all give a feeling of easy, fast movement. Her underbody enhances this same feeling. Forward her sections are flat enough to offer minimum resistance but not cause pounding in a sea. A modified fin keel and skeg mounted rudder insure good tracking while minimizing underwater surface area — thus insuring efficient, light air movement.

L.O.A.	55'	Displ.	48,400 lbs
L.W.L.	45'1"	Ballast	
Beam	16'1"	Fixed keel	17,600 lbs
Draft		Centerboard	16,940 lbs
Fixed keel version	6'6"	Sail Area	
Centerboard up	5'3"	Staysail ketch	1,022 sq ft
Centerboard down	9'10"	Cutter	1,635 sq ft
Engine Auxiliary ...	120 hp Ford	Fuel Capacity	150 gals
.....or Perkins		Water Capacity	250 gals

Oakland, CA 94607

(415) 834-8232

WASP

towed taffrail log w/speed indicator (specify 10 or 20kts) easy installation. Ideal back-up. In wooden box with w/2 lines, 2 sinkers, 2 rotors. A dependable non-electric instrument at a reasonable price.



OFFSHORE MODEL

w. 2 rotors, wooden box.....\$182.50

COASTAL MODEL

1 rotor in carton.....only \$134.50

WALKER MODEL KDO

'outrigger' taffrail log, w. 2 rotors in wooden box

.....reduced to only \$279

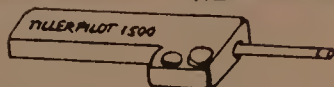
ECONOMY MODEL

same as KDO but 'sling pattern' w. 1 rotor, in carton.....on SALE only \$195

WALKER EXCELSIOR

the taffrail log for larger and faster boats, 1 rotor, wooden box.....\$323

NEW FOR USA



TILLER PILOT 1500, a reliable autopilot for boats up to 36' (can also be used with LEVANTER windvanes for low consumption compass steering). Delivers up to 80 lbs of thrust, is very efficient w/only 150-180 milli-amps on average. Performs better with rolling & pitching vessel in lumpy seas with its new type solid state micro-electronics compass. Powerful, Rugged, Dependable, Great Price! Reg \$595

.....**INTRODUCTORY SALE only \$399**

Optional WIND SENSOR only \$119



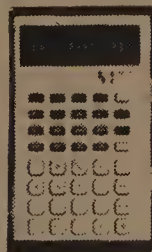
AUTOHELM Auto Pilots

Model 1000 list \$595. Sale \$359.

Model 2000 list 995. Sale \$595.

Model 3000 list 1095. Sale \$629.

Model 5000 list 2190. Sale \$1690.



TAMAYA NC-77

Calculator

with 24 programs for navigation. No sight reduction tables required. Nautical almanac build in to year 2000.

Special! Only \$235



NEW

TAMAYA NC-88

The ultimate navigation calculator. Unique dialog system guides the beginner even through multiple sight reductions. No plotting required.

Sale Price only \$450.

TAMAYA

TAMAYA, for many years a leader in navigation instruments.



Sextants:

VENUS

SALE \$433

JUPITER

SALE \$510

SPICA

SALE: \$658

FREIBERGER Yacht (3/4 size) Sextant

2.4x scope. **Special only \$295**

FREIBERGER DRUM (Full Size) Sextant

4x scope. **Special only \$359**



MARINE BINOCULARS

TAMAYA 7x50 w/case \$225.

FUJINON 7x50 MTR w/o case \$245.

FUJINON 7x50 MTRC w/compass \$219.

STEINER 7x50 light weight \$229.



RADAR DETECTOR by TAMAYA

Receives 360° but can also be used to find direction. Low power drain (200 hrs per internal battery).

On SALE for only \$85

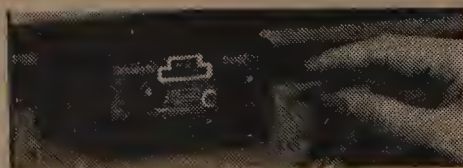
COMBI WATCHMAN RADAR DETECTOR, 12 volt operation. List \$349.

SALE only \$231

COMBI LOCATOR RADIO DIRECTION

FINDER built-in compass, digital frequency indicator. Easy to use, very accurate. List \$695.

SALE only \$465



OFF COURSE ALARM

A MUST for singlehanded sailing as well as keeping the crew alert.

INTRODUCTORY only \$149

NEW FOR USA

SIRIUS self-steering gear, developed & tested by ocean sailors over the last several years. Very rugged, powerful servo pendulum. Will fit boats from 27' to 60' length. Easily installed, simple operation. The gear for the person who demands the best! Available in different sizes. Standard model, reg.\$1620

INTRODUCTORY SALE only \$1296



NEW FOR USA

LEVANTER auxiliary rudder self-steering gear, for vessels w/hydraulic steering or for cntr ckpt yachts (where long runs of the steering lines is impractical). Rudder: high lift section with a low drag coefficient. Emergency Tiller provided as back-up for the main steering. Most standard push-rod autopilots can be connected for low consumption compass steering.

Mod AS350 (35-37 ft) Reg \$1765

INTRODUCTORY SALE only \$1412

Mod AS450 (47-52 ft) Reg \$1990

INTRODUCTORY SALE only \$1592



ARIES CLOSE OUT SALE

Servo-pendulum wind vane self-steering gear. Thousands in use!

Standard model, reduced to only \$1095

Lift-up model, reduced to only \$1195

ATOMS CLOSE OUT SALE

Servo-pendulum wind vane self-steering gear. Std. model w/long column, long pendulum,

Reg \$1725 **One Unit Left For Only \$1420**

Large Unit Reg \$1895 **Reduced to \$1516**



WEATHER CHART RECORDER

10-inch aluminized paper \$1825. Same but with built-in digital Receiver \$2396. This is an exceptional buy, for a limited time only.

Introductory Price.

CHIMING SHIP'S BELL CLOCKS

W/ WATCHING BAROMETER

& THERMOMETER

Dial 4", overall 5 1/2"

Fine 8-day jewelled movement.

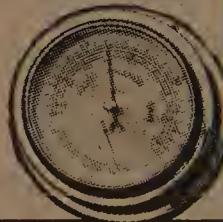


Sale Price:

BRASS CLOCK SALE: \$140

BAROMETER: \$72

Also in Chrome: Add \$15



Unbeatable prices on many other items such as Short Wave Receivers, all brands Sextants, Ship's Clocks & Chronometers, Barometers & Barographs, Knotmeters, Windspeed & Direction Indicators, Hand Bearing Compasses, Single Side Band Radios. Repair service on most items. Visa/MasterCard, Phone Orders Welcome. Prices Quoted Good Thru September 1984 or Stock On Hand.

CHRIS BOCK INSTRUMENTS

13011 W. Washington Blvd., Los Angeles, CA 90066

(near Marina del Rey) (213) 823-2322

reading a series of letters and editorial comments on the Atomic IV some time back in *Latitude 38*. The editorial comments led me to believe that this manual was a rather complete source of information about the Atomic IV, and that it would help me to maintain and overhaul the engine. For a price of \$19.95 plus \$1 postage I thought I would be receiving a well-illustrated hardbound manual that would be a marked improvement over the information and illustrations in the Atomic IV Owner's Manual.

On the contrary, what I received was a spiral bound notebook containing some 125 pages of information that was little more than what was in the owner's manual. I must say that it had tasteful drawings of sailboats at the beginning of each chapter, but I hardly think that is worth the price. I am used to automotive repair manuals for half the price which give very complete service instructions for home service. That is what I expected to receive from Seacraft Publications, Ltd.

Although I realize that *Latitude 38* can hardly be held accountable for what can only be characterized as a rip-off, I do think that especially within the editorial comments of letters to the editor — a little more care and research can be taken in making such recommendations to your readers.

Ralph Morganstern
San Jose

Ralph — To our best recollection, we never made any editorial recommendation about the Atomic IV engine manual you make mention of. And with good reason; we have never seen a copy of it.

It's true that several readers wrote in about it, and several were lavish with the praise. Evaluating such books is a rather subjective process.

Parenthetically, to avoid future disappointment about matters marine, we think you might do well to temper your expectations a bit. Publishers can crank out high class and professional engine manuals for cars because the potential market is in the hundreds of thousands. The market for marine engines is a miniscule fraction of that, so you can expect less for the same price.

□ FOND MEMORIES

I read with interest the article in *Changes in Latitudes* [Volume 85] on the founding of the Nuka Hiva YC. It was written by Bob Jensen on *Simoon*, a Columbia 50 yawl.

I sailed back to Santa Barbara from Hawaii after the 1969 Trans-Pac race on the *Simoon*. Bill Irvine, the skipper, signed me on as "chief cook and bottle washer" and I spent three happy weeks on board. Our source of entertainment was tuning in at noon to the radio to chat with the other boats on their way home and bragging about how many bonitos we caught.

Anyway, besides reminiscing, the real purpose of this letter is to ask you to please print the enclosed ad in your September issue of *Latitude 38*. Many thanks.

Helen M. Paterson
San Francisco

□ RARE PRODUCT AND MANUFACTURER

It is extremely rare to find both product and its builder to be exceptional. The Magnavox MX-4102 Satellite Navigator is such a product, and Magnavox the company.

We have been cruising the South Pacific for two years with the aid of the MX-4102. We purchased the unit 2½ years ago, and it has proven to be a superior piece of marine electronics and engineering. Several other cruising boats out here have the MX-4102, and all we are aware of are equally pleased with its performance, reliability and

SYSTEM THREE

THE BOATBUILDER'S EPOXY

- CURES IN HUMID WEATHER
 - CURES IN TEMPERATURES TO 35°
 - IDEAL FOR COLD MOLDING, GLUING & LAMINATING
 - A TOUGH, CLEAR RESILIENT "STATE OF THE ART" BOATBUILDING EPOXY
- THAT'S RIGHT!**

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Repair kits (3 qt.) of System Three Epoxy are stocked at all eleven West Marine products stores. Larger quantities of System Three Epoxy are available from Monterey Bay Fiberglass.
(see ad below)



Wholesale

Retail

no minimum charge

Complete line of reinforced plastics materials

**SYSTEM THREE EPOXY
ASHLAND VINYL ESTER RESINS
ORCON UNIDIRECTIONAL —
S Glass — Kevlar — Graphite
HEXCEL CLOTH —
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**CLARK SHEET FOAM — SURFBOARD BLANKS
BALTEK BALSA CORE
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**SUMMER
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SALE!**

YANMAR

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EXAMPLE:

**Atomic 4 Special
Rebuilt Universal**

Sale Price: \$1750

with rebuildable core in exchange
one-day installation at shop rates.

**OTHER MODELS AT
SIMILAR SAVINGS.
CALL FOR MORE INFORMATION.**

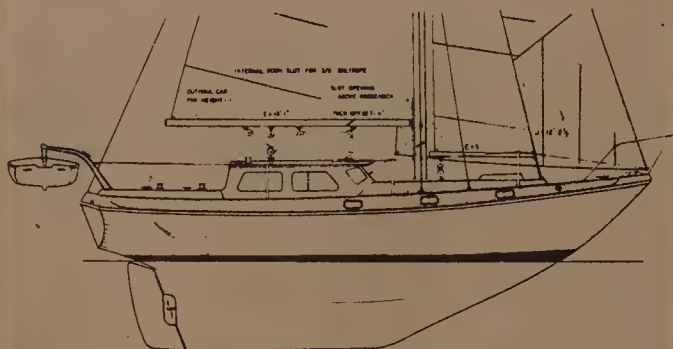
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GULF-32

See the Gulf 32 in the water ready to go
with inside and outside steering, hot
and cold pressure water, VHF, knot &
log, depthsounder and much more for
only \$58,000 complete

BROKERAGE

"PACIFIC HIGH" OLSON 30 Prototype. Too much gear to list.
Must See \$28,000

OLSON 30. 1981. Excellent condition, 9 bags of sails, outboard,
full Signet instruments \$24,500

PEARSON 30. 1973. 5 sails, knot/log, depthsounder, windpoint,
inboard engine, needs a little TLC \$25,000

CHEOY LEE OFFSHORE 40. Sloop. Includes Monterey slip
..... \$70,000



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■ **DEALERS** - Catalina, Newport, Gulf
■ **BROKERAGE** - Sail, Power
■ **CHARTERS** -24' to 41' Sailboats

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LETTERS

service.

Performance is only half the battle with electronics, especially in remote places. The willingness and ability of a company to back and repair its product in case of failure is just as important. Most of us out here have other equipment onboard, purchased from the U.S., that the companies refuse or are unable to fix even under warranty. This has not been the case with Magnavox. With any problems that have arisen, Magnavox has made commendable efforts to assist the cruisers as fast and efficiently as possible.

Thank you, Magnavox, for building such a fantastic piece of equipment. And special thanks to the employees for taking such personal interest in us even though we are so far away and could so easily be ignored or forgotten.

Bill and Sharon Wridge
Rain Eagle
Portland, Oregon
(temporarily in Fiji)

Bill and Sharon — Thanks for the "good guys" letter.

We find it particularly interesting because when that SatNav unit was new, a lot of people had problems with the keyboard locking up. Those who were quick to condemn and not let the bugs get worked out divorced themselves from what apparently has become a fine product with excellent back-up service.

☐ HEADS IN NEW ZEALAND

I am not about to enter the Whangarei toilet discussion [Ev Smith's letter in Volume 84, page 51, and James Luxton's answer in Volume 85, page 194], but I myself saw the facilities when my wife and I visited Ev and Charlotte Smith in New Zealand during this past Christmas. Notwithstanding the fact that Ev is my brother-in-law, I must say that the toilet facilities in the boatyard were quite crude, about even with a second-rate gas station in the United States. Since I have virtually no knowledge of the other parts of the shipyard, I cannot make any comments about them. I would like to point out that since Ev doesn't drink and was in the yard for general repairs, he may not have gotten the same view as a man who is building a boat there. After a few drinks everything looks great!

Ev is not the type described in Mr. Luxton's letter. He is a serious sailor who regards the water with respect. There is simply no sea passage in his book that can be considered a "milk run". Furthermore he has high regard for every human being — native or not — and does not expect anything from anyone that he himself would not offer.

Ev has sailed in the 1976 singlehanded OSTAR race as well as other races. He finished about 32nd in that OSTAR race when many entries were not even able to complete the course due to unusually foul weather. He has an enormous knowledge of the water and boats. Charlotte and Ev are presently on their way to Darwin, and will be sailing on to South Africa in the next few months. We have plans to meet them there at Christmas.

In closing, let me say that although I am a non-sailor I still am able to enjoy your fine magazine. My wife is the one that receives it and forwards it on to Ev and Charlotte after we read it.

Manning E. Cole
Montauk, New York

☐ JUST THE FACTS, PLEASE

Your story on gel coat blisters in the August issue really hit the nail on the head. We are having a plague of the pox here in Honolulu. I

If you're going to do it . . .

Do it with the best . . .

And do it all at one place

- Charter Yachts — 20' to 56'
Bareboat or skippered
Power or sail
- CG licensed skippers
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Mariners' Square, Alameda
- Women's Way Sailing
- Coastal Piloting Courses
- Celestial Navigation Courses
- Sailing Seminars
- Racing Seminars
- Racing charter yachts
- Sailing Courses — Beginner
through Off Shore

SEPTEMBER ACTIVITIES & SPECIALS

- ★ **Become** a club member **now** & save 35% to 45% on our already low member charter rates during September
- ★ **FREE** — Sailboat rides September 12-16th
- ★ **50% OFF** Basic Sailing Course including:
 - ✓ 10 hours instruction
 - ✓ All on the water in one of our fine charter yachts
 - ✓ Regular price \$300.00.
NOW just \$150.00
 - ✓ Do it together — bring your mate, only \$175.00 for both!



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BAYTRONICS CORPORATION

MARINE ELECTRONICS

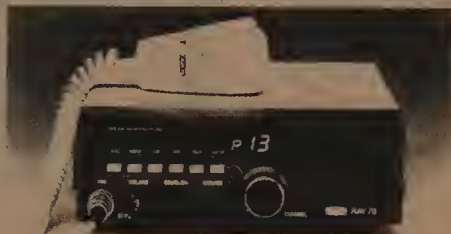
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Radar 1200 From RAYTHEON

- 7 Ranges: 1/4 mile to 12 miles
- 9" T.V. Type Picture
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- Low Current Drain 3 amps



Model Ray 78

- All US/International Channels
- All Channel memory & scan
- User Friendly



Model 2500 Radar From RAYTHEON

- 7 Ranges 1/4 mile to 16 miles
- 9" T.V. style picture
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- High Resolution Picture



DC 200Z Fishfinder RAYTHEON

- Computerized Zoom
- Close up pictures
- LCD digital depth indicator
- 5 inch recording paper
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Come See Us on the
Anxious Mariner
at the San Leandro
In-the-water Boat Show
September 12-16.



F-360D Depth Sounder/Alarm

- Sounding Ranges: 3 to 60 feet and 0.5 to 60 fathoms.
- Depth alarm: adjustable between 3 and 45 feet.

Ask About Our Very Special Boat Show Prices!

Combi Marine



Auto Pilots

From Tiller Models to the Model 3000 for sailing vessels up to 40' — to the brand new ultra sophisticated model 6000 for its reliable big boat steage in any sea conditions.



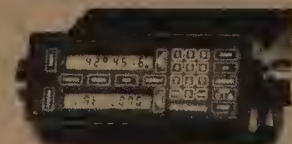
The CMV - 1080

is the most versital VHF avalla- ble. It has full scanning memory, hailer, US & International channels. A lifetime warranty and is water sealed.



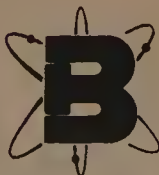
The CS 3001

The most sophisticated entertain- ment systems available plus elegant styling & quality reproduction.



The CML - 1020

Full function Loran is one of the most sophisticated systems available, easy to use, accurate and reliable.



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LETTERS

just returned from the Ala Wai Boat Yard where a venerable Cal 40 and a fairly young Anacapa 40 were being treated for the disease. They were receiving the local cosmetic patching.

Many boats have also been getting the sandblast treatment all over, with epoxy barrier coating applied to supposedly seal off the hull. While it may seal the fiberglass layup from new intrusions of water, there has to be considerable water already in the outer glass layers because such reworked hulls produce additional blisters.

I would disagree with the punchline to the story. We cannot just sit and accept the deterioration of the fiberglass hulls; at some point it will become dangerous to life, limb and bankroll. I believe that the chemical and boatbuilding industries owe us a solution to the problem. It will cost money and it has to be done better than the random test approach now being followed. I for one would be willing to contribute funds to the pursuit of solutions to the growing pox epidemic.

We have had enough second opinions, now we need the facts.

Earl R. Hinz
Honolulu

□ CRUSTY BUT NOT ARROGANT

As recently as January 1983, when I first became acquainted with *Latitude 38*, I thought that sheets referred to the sails. I have learned much since then, but by anyone's definition I am still a novice sailor.

It was the March 1983 issue that made me aware of the Nautical Science Department at the College of Alameda. Since that time I have completed all five of the classes taught by Peter Jowise. I repeated Celestial Navigation II because it was to be the last time that Peter was to teach it, and because of my own doing I didn't get it right the first time. Seamanship I repeated, again because it was the last time around for it, and the class is different each time owing to the make-up of the students themselves.

I am of the opinion that the Bay Area is losing a regional treasure as a result of Peter's retirement and ultimate departure to answer the call of the sea. I didn't feel that it was necessary to publicly acknowledge my thanks for what I learned and my respect for his knowledge and ability, I did that personally. I am, however, compelled to answer Lynne Orloff-Jones' letter in the August 1984 issue.

Fact #1. There are hundreds of sailors/navigators between here and the South Pacific who learned their skills from Peter.

Fact #2. Every one of the seven classes that I attended were virtually standing room only.

Conclusion. There are many people — men and women — that must have felt that Peter's instruction, and as Ms. Orloff-Jones concedes, subject matter knowledge and organization were superior. There are, after all, many private schools and sources of instruction, so that his so-called "arrogant attitude" was not something all those people had to endure.

To the best of my knowledge I do not know Ms. Orloff-Jones, but I do know of several students in the classes that I was a part of who might feel the way she does. In almost every instance they were the ones that didn't do the homework, pay enough attention in class, or missed classes. The consequence was questions that would try the patience of a saint. For those that did the work and truly tried, Peter's time was always available and freely given. It was the inane questions and repeat questions phrased differently that would provoke his ire — and most often the class would also feel that time was being wasted.

By the way, Peter was equal opportunity M/F; women were not his only "prey". Peter is crusty, yes; arrogant, no.

Joseph G. Lind
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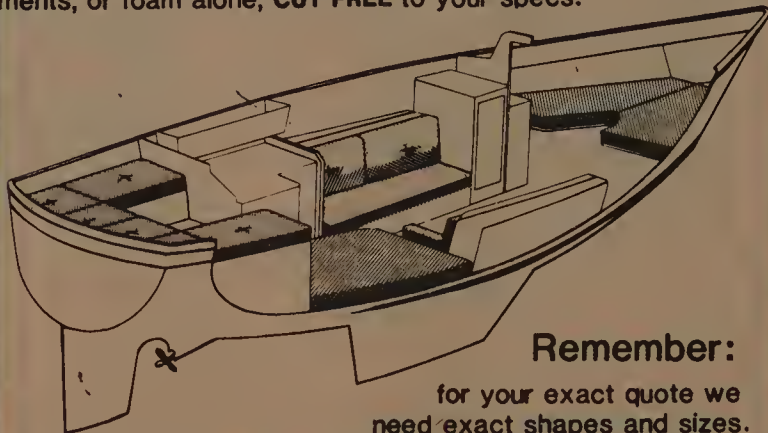
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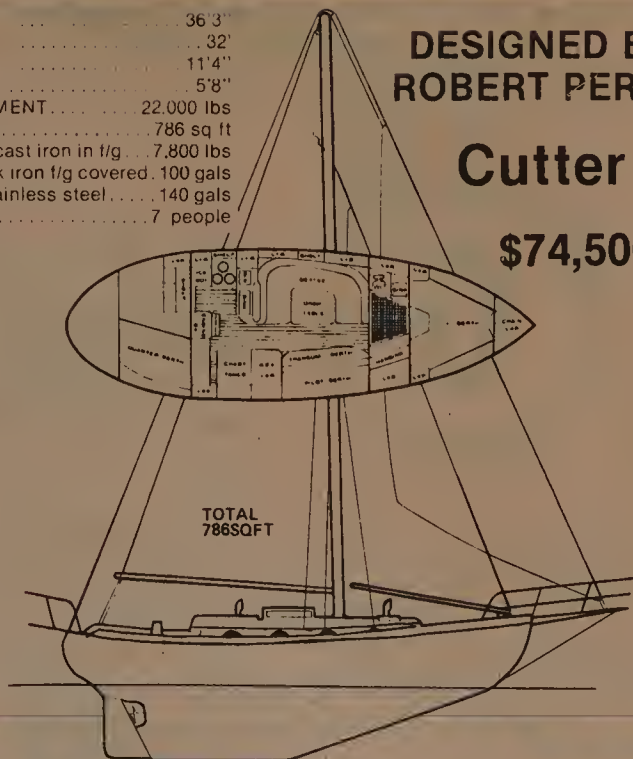
UNION 36

L.O.A. 36'3"
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BEAM 11'4"
DRAFT 5'8"
DISPLACEMENT 22,000 lbs
SAIL AREA 786 sq ft
BALLAST: cast iron in f/g 7,800 lbs
FUEL: black iron f/g covered, 100 gals
WATER: stainless steel 140 gals
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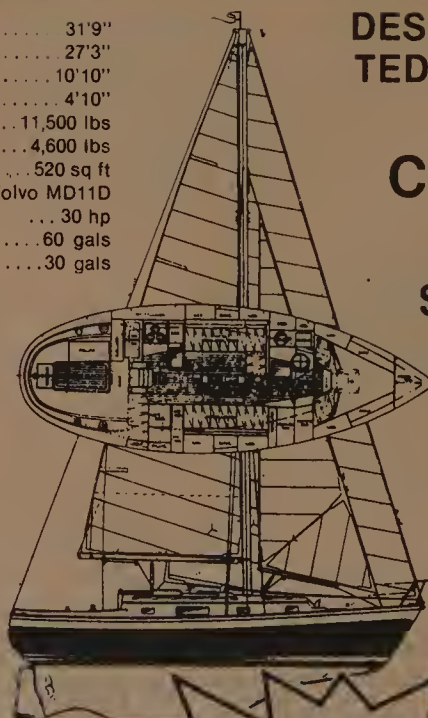
UNION 32

L.O.A. 31'9"
L.W.L. 27'3"
BEAM 10'10"
DRAFT 4'10"
DISPL. 11,500 lbs
BALLAST 4,600 lbs
SAIL AREA 520 sq ft
MACHINERY .. Volvo MD11D
... 30 hp
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LETTERS

□ A REVISED LIST

I've been silently enjoying your publication for quite a spell, but now I'm compelled to offer some constructive comments in regards to Volume 86's article: "Mexico Preview and Boat Preparations".

With the number of boats that go aground in Mexico, I would place echo sounders with alarms in at least category 5. The British pound being what it is, one could buy two for the price of one and really be prepared. Of course the alarm would have to be plugged in to the personal sound system of the helmsperson. How a boat going to Mexico can be insured without one onboard is beyond my comprehension. But then, insurance companies don't check the brakes on cars they insure.

I'll even be bold and suggest that a lead line be onboard as a back-up, and to occasionally check the echo sounder.

While you may place a hand-bearing compass in the category of do-dads, I personally consider it to be standard equipment for any ship leaving a harbor. I'm sure you're aware that it's easier to use for getting bearings from land, buoys (questionable), convergent courses, etc. than the ship's stationary compass. Of course it's also quite useful in checking the ship's compass. So old skipper, let's make sure that all those non-reading cruisers get to know that such do-dads exist and are quite important for safe, successful cruising.

As long as you're suggesting dodgers for Mexican cruising, why not add biminies with side curtains? Hey! Look mon — outdoor sex with privacy.

How about suggesting that embryonic cruisers start stocking up and studying all those obsolete charts and guides in order to be somewhat prepared *before* the voyage begins. There's even time to take a free piloting and navigation course from the U.S. Power Squadron or U.S. Coast Guard Auxiliary. Why not also take a crash course with Bash, Murphy, West, etc. and get a ham radio license instead of depending on some other boat to have one available in case of need.

Insurers take note! Insuring a boat going to Mexico without requiring that there must be a competent navigator onboard — as indicated by completion of an accepted course as a minimum requirement — is similar to insuring a car driver without a license. See *Latitude 38*, August 1984, pages 193-195. A fundamental of coastal navigation is to never enter an unfamiliar port at night unless it's a matter of life or death and one is able to be guided in by radio.

There are reasons why the Hiscocks and Pardeys don't pile their boats on reefs and shoals, it's not just luck. It could be worthwhile for the new cruisers to read some of the books they've written in addition to a few others that I can highly recommend: *Cruisers Compendium* (has excellent check list), Richard Henderson; *After 50,000 Miles*, Hal Roth; *Cruising Life*, Ross Norgrove; *Deepwater Cruising*, Gordon and Nina Stuermer; *Deep Sea Sailing*, Erroll Bruce, and *Heavy Water Sailing*, Adlord Coles.

Now if there's a Spanish-speaking woman scuba diver who doesn't have a death wish — I just happen to know where there's a first mate opening.

Irving Rubin
Marina del Rey

Irving — Those are all good things you mention, but we were writing the article for people who are planning to sail to Mexico this season, not in 1985-86. After three seasons of having a boat in Mexico, we're going to stand pat on our list, with the proviso that a back-up compass is highly recommended, and that a depth sounder or lead line isn't bad to have either.

□ OA OA REPORT

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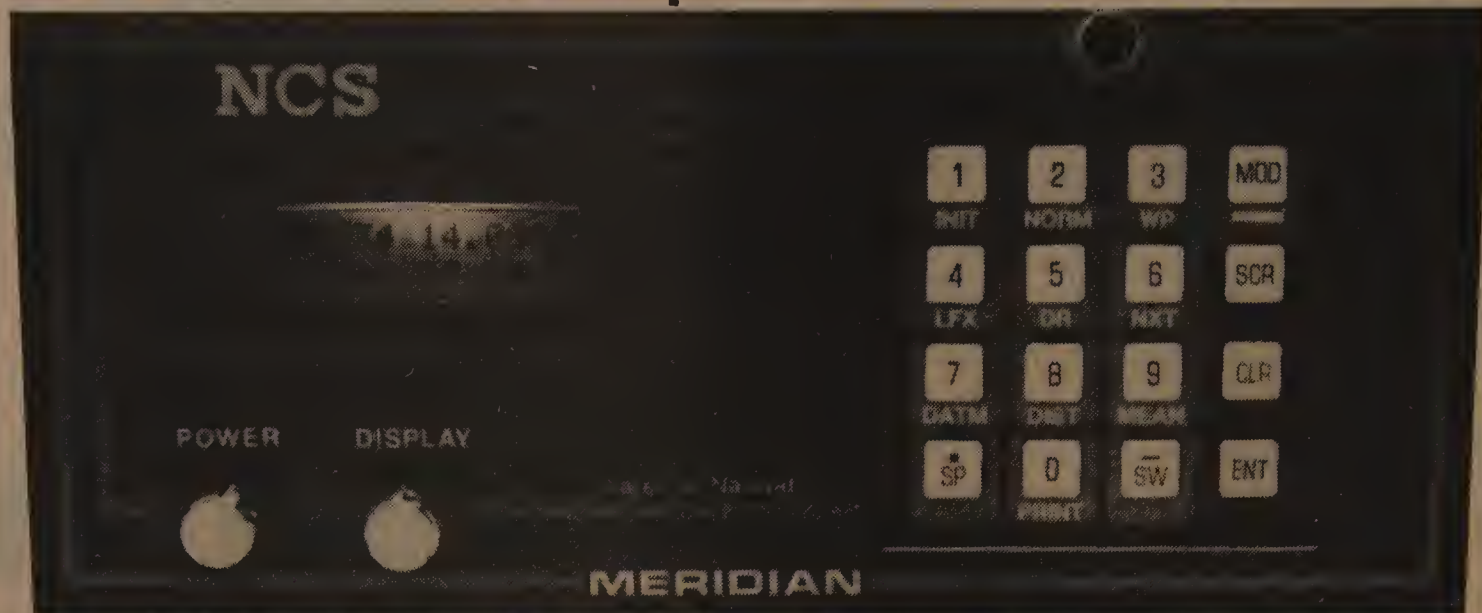
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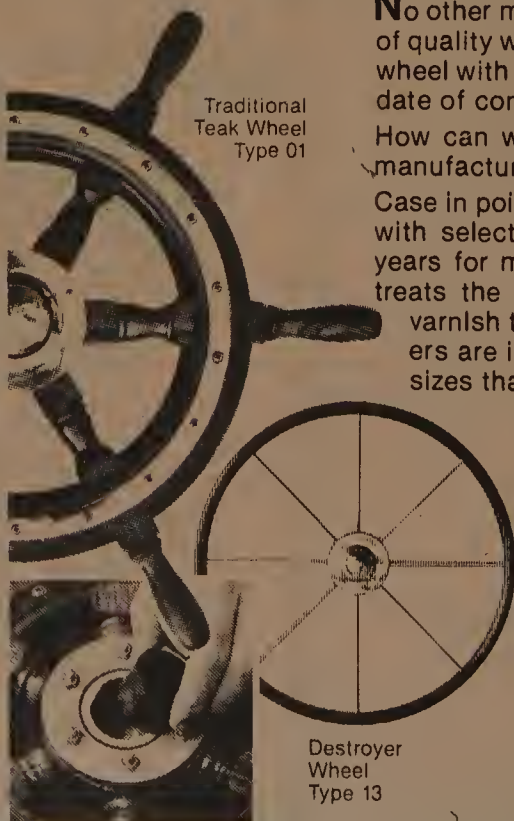
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LETTERS

Just received your April 9 Care package!! The mail may be slow, but it's sure, and the magazines are very welcome. Thank you from all of us.

You asked for a monthly recap of what boats have been through, but obviously we're a bit late getting started. So please accept this 1984 year-to-date listing of West Coast and other American boats who have logged in at the Hotel Oa Oa on Bora Bora.

BOAT	HOME PORT	OWNER/CAPTAIN
<i>Windsong</i>	Honolulu	Bili & Mary Haden
<i>Reflection</i>	Seattle	Cliff Chadwick, Curtis & Don
<i>Tai Haruru</i>	Vancouver, BC	David & Carol Johnston
<i>Satan's Doll</i>	Molokai	Richard & Doris Reed
<i>Ram</i>	San Diego	Robert & Kim Miliigan
<i>Flying Gull</i>	Channel Islands Harbor	John & Debby Dye
<i>Spindrift</i>	Washington, DC	Ken Constantine
<i>Fazbo</i>	Seattle	Charlie & Lynn Griffes & Craig
<i>Marlatt</i>	Vancouver, BC	Bud Marlatt, Dave & Viola
<i>Small World</i>	San Francisco	Bob McGowan, Sarah & Dave
<i>Shanachle</i>	Santa Cruz	Joe & Nancy McKeown
<i>Further</i>	Honolulu	John & Jill McCready
<i>Kate</i>	Santa Cruz	Mark, Dana & Joanna Marsh
<i>Sundowner</i>	Norfolk, VA	Molly & Roger Firey
<i>Calypso</i>	Ketchum, ID	Diedrie Lindsey & Jim Martin
<i>Kaskelot</i>	San Francisco	Erich & Anita, Ken & Achille
<i>Robrian</i>	Juneau, AK	Cleone & Roger Sylvester
<i>Capella</i>	Solomons, MD	Guy McDougall
<i>Whalesong</i>	Seward, AK	Harry & Marge Mitchell
<i>Pendragon</i>	Charlevoix, MI	Bili & Ruth Kurtz
<i>Shawmanee</i>	Bellingham, WA	Phil & Mary Erickson
<i>Christopher Robin</i>	Orr's Island, ME	Honnie & Max Fletcher
<i>Summertime</i>	Long Beach	Bob & Jim Lindsay
<i>Grendel</i>	San Diego	Ted Judd
<i>Seawyf</i>	Victoria, BC	Rod & Chris Darby
<i>Noe Mar</i>	Victoria, BC	Bob & Brian
<i>Querencia</i>	Vashon Island, WA	John, Davey & Paul
<i>Manureva</i>	Newport Beach	Jane & Mark Laurie
<i>Dominant</i>	Dana Point	Peter Laakman
<i>Jubilee</i>	Newport Beach	Betty & Dick Steeie
<i>Consolation</i>	Boston, MA	Cary Wernick
<i>Woyaya</i>	Newport Beach	Patricia & Ray Harris
<i>Isle of Barra</i>	San Diego	Frank & Janet McNeill
<i>Amaryllis</i>	Vancouver, BC	Bob Hassell
<i>Seahorse II</i>	Sebastopol, CA	Kerr, Daphne & Steve Robinson
<i>Afternoon Delight</i>	San Francisco	"Cap" Smith
<i>Nabob II</i>	Boston, MA	Henry & Fiona Davis
<i>Hejira</i>	Vancouver, BC	Tony Gibb, Connie McKann
<i>Aurora Borealis</i>	St. Johns	Jeff & Kim
<i>Cygnus</i>	San Francisco	Franz McVay, Rob Andrews
<i>Whoosh</i>	Berkeley	Leo Lomeis & Marilyn Arches
<i>Drummer</i>	Vancouver, BC	Louis & Sylvia Beaurivage
<i>Foxglove</i>	Inverness	Tee & Roy Jennings
<i>Vagabundo</i>	Vancouver, BC	Betty & Richard Bower
<i>Mariposa</i>	Vancouver, BC	Klaus Gerharz & Judy Johnson

This list is by no means complete — we've left out a ton of Aussies and New Zealanders, French, and Americans who forgot to sign our log (Bob Pudwill's *Zubenel Genubi* of Valdez, Alaska, is possibly the worst offender, having started the whole thing!). We had a lot of fun with the Bay of Islands—Tahiti race gang, and were privileged to host Eric and Susan Hiscock's *Wanderer V*.

We'll do a monthly list from here on if you like, and do it for ourselves as well — too many people forget to date their entries in our log! But the artwork is terrific — must be something that comes from plotting positions on the chart.

We're pleased to have kept so many boats beered and watered in Bora Bora, especially with new competition from the yacht club and unfair share of wind this winter. Evenings spent at Trivial Pursuit and the occasional hot poker game notwithstanding.

We'll look forward to your next mailing, whenever it comes. Hope

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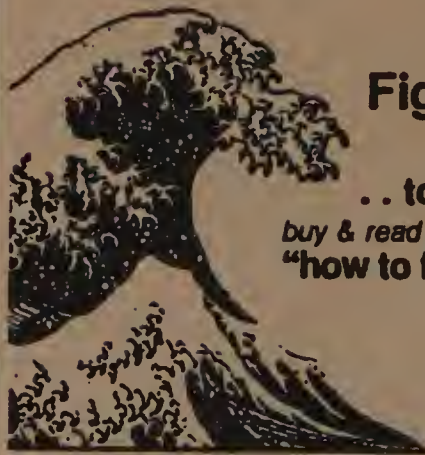
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LETTERS

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Greg and Elaine Claytor
Bora Bora
Polynesie Francaise

Greg and Elaine — You should be getting the magazines every month now, and we'll be looking for your monthly reports. If possible, have the yachties include what type of boat they are sailing on and where they are headed next.

□THERE'S NO BUSINESS LIKE THE BOAT BUSINESS

The business of business is business, and advertisers are your bread and butter. That's life.

However, in the present racing season I have been both horrified and amused by the racing boat advertising wars going on in the local sailing magazines. Incidentally, I have recently returned home from a non-commercial cruising lifestyle, and have competed in two races with my racer/cruiser just for the challenge.

On one occasion, I was horrified to read a pitch for Stiletto 27's in one of your competitors, in the very issue which featured the Farallone Race tragedy where a sailor was lost on a Stiletto. That sales pitch attempted to ride the wave of notoriety generated by that tragedy in order to sell boats. On a second occasion — your August issue — I was somewhat amused when I saw a builder's claim to a first-to-finish in the Silver Eagle Race. The fact of the matter is that two other sailing boats officially finished more than an hour ahead of that company's boat.

Lastly, I have been more than somewhat amused by advertising claims to first overall PHRF. It would be foolish to rush out to buy a new boat simply because it is presently collecting all the first overall PHRF placements. Today's front page news might be a has-been when that boat's handicap is changed. It might make sense to include IOR sailboats, ULDB sailboats, heavy displacement sailboats, and multihulled sailboats (presently excluded) as all eligible under the same overall PHRF rating system from the point of view of camaraderie among all sailing boats. But it makes little sense to buy any product simply on the basis of first overall PHRF advertising.

Misleading advertising and marketing trickery — designed simply to sell a product — benefits those selling the product, not the sport of sailboat racing.

Joe Therriault
Sundowner
Richmond

Joe — We think you're being a little unfair — and perhaps misleading, too — when you label the examples you cite (except the Stiletto) as instances of "misleading advertising" and "marketing trickery".

In the case of the Silver Eagle Race, it's true that your boat and another finished ahead of the Sonoma 30 that later advertised itself as the first to finish. What you rather transparently neglect to mention is that your boat and the other that finished ahead are multihulls while the Sonoma 30 is a monohull. Like it or not, except in certain multihull-dominated events like the OSTAR, monohull sailors don't race against multihulls anymore than they do — or it would make sense to — against boardsailors or powerboats. Since the Sonoma 30 claim was made with a picture that clearly showed the boat to be a monohull, we think you're being mean-hearted to begrudge them that well-earned bit of glory.

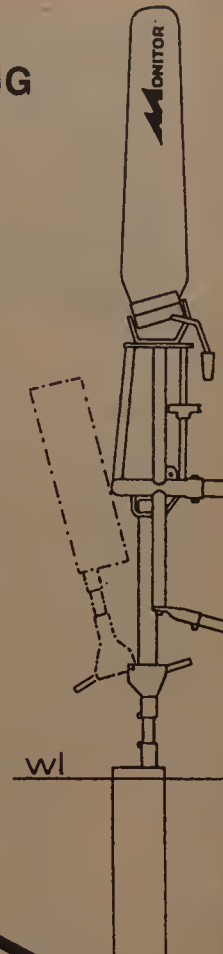
In regard to advertising first overall in PHRF, why the heck shouldn't a dealer or manufacturer do it? By the nature of PHRF the

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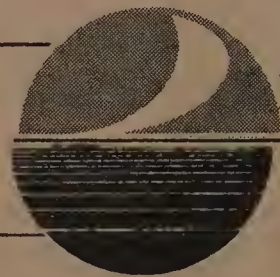
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LETTERS

ratings are assumed to be accurate and fair for that point in time — everyone accepts it. They give great big old trophies based on the PHRF ratings everybody has agreed to sail by, so why the hell shouldn't interested parties be able to beat the drum about the results? Sure there are handicaps, and sure they can change, but it's the same as horse racing and nobody bitches about that. If you want super competition, go the IOR or one-design route, the latter in multihulls if there is sufficient interest.

Don't get us wrong, we're not making the assertion that all sailing advertising is holy or anything, but we certainly don't think it's anywhere as bad as you portray it. Nor do we think that sailboat buyers are unsophisticated fools that can be overly taken in by any such pitch that comes their way.

(Frankly we wonder if this complaint isn't wound up with the old "why won't the monohull sailors accept us?" complaint. For a simple but perceptive answer to that question, read Dee Smith's interview in this issue).

□ TRYING TO POINT HIGHER, NOT LOWER

While reading your August issue, I was shocked to read a letter from Stacie Brandt. In the letter, the most condescending, low form of humor was used to make a point . . . and not a good point at that.

I have a dear friend and business partner, who bristles every time some unthinking and uncaring SOB uses that term (that you substituted "boat maintenance worker" for). How in any sense of intelligence could you even print that comment?

I have always considered *Latitude 38* a responsible, quality publication. To see what this type of ignorance does to the black people that are involved in sailing infuriates me.

It's time that the people involved in yachting grow up, and people of responsibility — like yourself — take their responsibility seriously.

Don't lower an otherwise excellent publication.

Rob MacLeod
Sunset Charters
Marina del Rey

Rob — The term — for which B.N. is the abbreviation — is neither low humor, condescending, nor does it have any racial connotation in the context it was used. On the contrary, those employed in such a capacity — who invariably are white — use the term with pride. Other sailors hold those in such positions with the greatest respect.

Realizing, however, that the term has dubious origins, we at *Latitude 38* always substitute BMW, which stands for "boat maintenance worker". We intentionally and specifically printed Stacie's letter in the form we did to show readers we no longer use the former term, and to encourage others to cease using it also.

□ PORT SONOMA'S MARINA SURVEY REPLY

I am quite certain that your article in the August issue entitled "Marina Survey II" will draw a number of rebuttals from marina owners, as it appears that the vast number of responses were of the negative type. You did mention that because you wished to hold on to a number of letters until the majority of responses were received, that some of the responses would or could be dated in their information. Thankfully that is the case for Port Sonoma Marina.

It was true that the Port was in need of dredging and that the frontage road also had problems. These were major concerns to our tenants and we assured them that these problems would be taken care of. As of June, the majority of the harbor was dredged. Marina I is now scheduled for dredging when our spoils area subsides. The frontage road was completely rebuilt, with stop signs added at ap-

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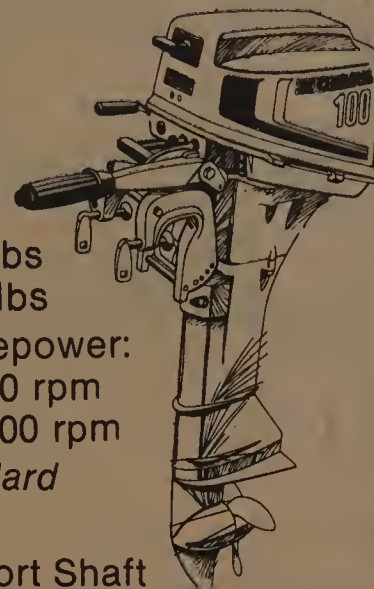
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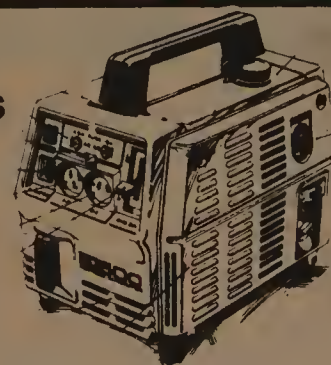
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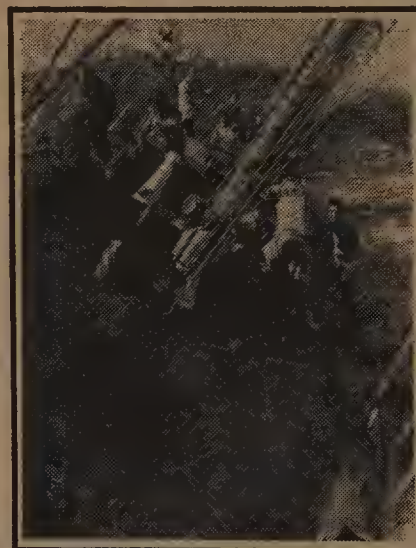
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LETTERS

propriate places. State highway access was also totally redone for safer approaches.

We have purchased additional docks totaling about 2,000 linear feet, of which 800 or so will be used for temporary berthing for cruising yachtsmen. As the Petaluma Basin has already been dredged, and even though the going has been slow the Petaluma Channel will be completed, the North Bay and the Petaluma River offer a pleasant compromise to the Delta. And, Port Sonoma an attractive anchorage.

I would like to encourage boaters to see for themselves what has happened up in this part of the Bay. I am sure that most will be pleasantly surprised.

Alan J. Almquist
Port Sonoma

□ LAHAINA LUNACY

The Aussie rampage reported in Volume 86, August 1984, was highly reminiscent of the havoc that struck a few years ago when another destructive joyride rocked that scenic harbor. I wouldn't wish bad luck for any boater, but when looked upon as a group consciousness, it seems to me that Lahaina is in some way incurring karmic retribution.

The week of July 4th we were on an inter-island cruise which brought us to Lahaina in hope of an overnight stay to replenish our supplies of ice, fresh veggies and Budweiser. Our reception there was so miserable that I am prompted to report the situation so that other boaters may be forewarned.

The biggest bummer is that the State of Hawaii appears to have gone into cahoots with commercial interests to the exclusion of recreational boaters from this once pleasant port of call. No, there were no transient moorings available, not even for one night. We did succeed in getting a couple of hours at one of the sportfishers' docks for a very hurried run for needed replenishments. All too soon we had to leave and we did so, but not without a plan that I came to regret. You see, I thought it would be a good idea to wait until the harbormaster went home for the day, and just about dusk slip into the loading dock for an illicit overnight stay. It was not a good idea.

The Lahaina loading dock is heavily used by the various floating abortions, cattleboats, converted landing barges, and other money grabbers that abound in those waters. Nevertheless, I hoped that I could tuck into the back corner without being in their way because it is a living for those folks even if they seem to be piggish about their use of the place. As far as I could tell, I did not interfere with anyone's access to docking facilities. They, on the other hand, did a great job of interfering with our hearing and breathing, by being sure to keep all engines at a fast idle while exhausting directly into our cabin. Finally, the last "polynesian catamaran" left and we settled into our hopeful quiet evening. Well, it didn't work quite like that.

First there was the drunk with his pack of dogs who were practically sleeping in our cockpit. Periodically, the dogs would grow tired of serving as pillows for the fellow and they would engage in raucous fights. Then, in the wee hours of the morning the Pioneer Inn shut down and disgorged a boisterous crowd of slightly higher class drunks. And to top it off, the mosquitos were recreating December 7, 1941, with us as the hapless American Fleet.

Part of my plan — which I assure you was well intentioned and designed to cause the Lahainians minimal inconvenience — was to be away from the dock at 0600 hours. Well and good, and we arose with ample time for morning ablutions, trips to the head and so forth. Did I say trips to the head? Alas, foolish man, why would you presume to find restrooms serving the public at 5:30 a.m.? Yep,

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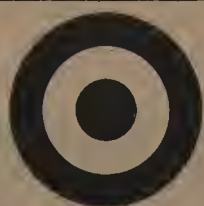
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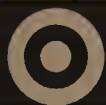
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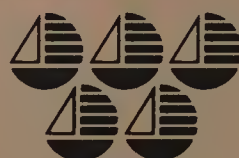
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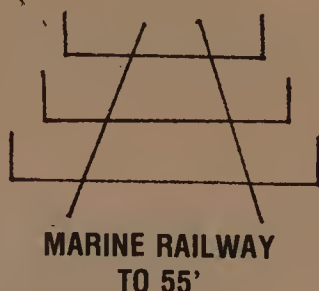
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LETTERS

there are no facilities in the area at that time of day. Usually I have found it possible to slip into the Pioneer Inn for a quick dump and a splash of water, but not at 5:30 a.m. The State of Hawaii did finally refurbish the public restrooms, but they, too, were locked. Consequently, our departure was uncharacteristically prompt as we evacuated to open waters where the ecological impact of our impetuous voidances was diluted by at least a hundred billion gallons of seawater.

As you can tell from this narrative, we committed a number of transgressions of federal, state and harbor regulations. It wasn't worth it. For prospective visitors to Lahaina, I suggest you be wary. Perhaps there is a good reason that we observed the bulk of the yachting fleet serenely at anchor at the Mala wharf area about 3/4 mile north of town.

For many of us, Lahaina is a disaster. It is part of the spreading commercialism that has benefitted so few and hurt so many. I'm inclined to believe that the Lahaina rampages reflect the energies of the scene. Benjamin Ko, where are you when we need you?

Name withheld by request
Somewhere in Hawaii

In a footnote, the active Hawaiian sailor who wrote this letter notes that Benjamin Ko, who was responsible for the first Lahaina rampage, had done many favors for him on previous trips to Lahaina, and that "I have always believed the bastards just wore him down."

□ FOR THE RECORD

The SSS Solo TransPac article in the August issue incorrectly stated my self-furling twin headsail rig was specially designed by Richmond's Jocelyn Nash. Most of my sail inventory was designed for me by Jocelyn; however, the sails in question were made by Sutter Sails.

Peter Sutter, who pioneered the Drifter Reacher Spinnaker (DRS), had made one for my Islander 28. He simply made another, sewed the two together, and I mounted them on a Hood sea furl headstay on my Olson 30. The combination for sailing dead downwind would be hard to beat for a singlehander.

Frank F. Dinsmore
Francis Who?
Citrus Heights

□ LOST AND FOUND

On August 4, approximately a mile and a half southeast of Frenchy's Cove on Anacapa Island I found a sail bag. The only markings on the bag were: "Blooper, Morgan 45, Sobstad Sailmakers". The sail bag is black and white trim. Sorry, there was no sail inside.

If the bag belongs to you, drop a letter with the appropriate postage to:

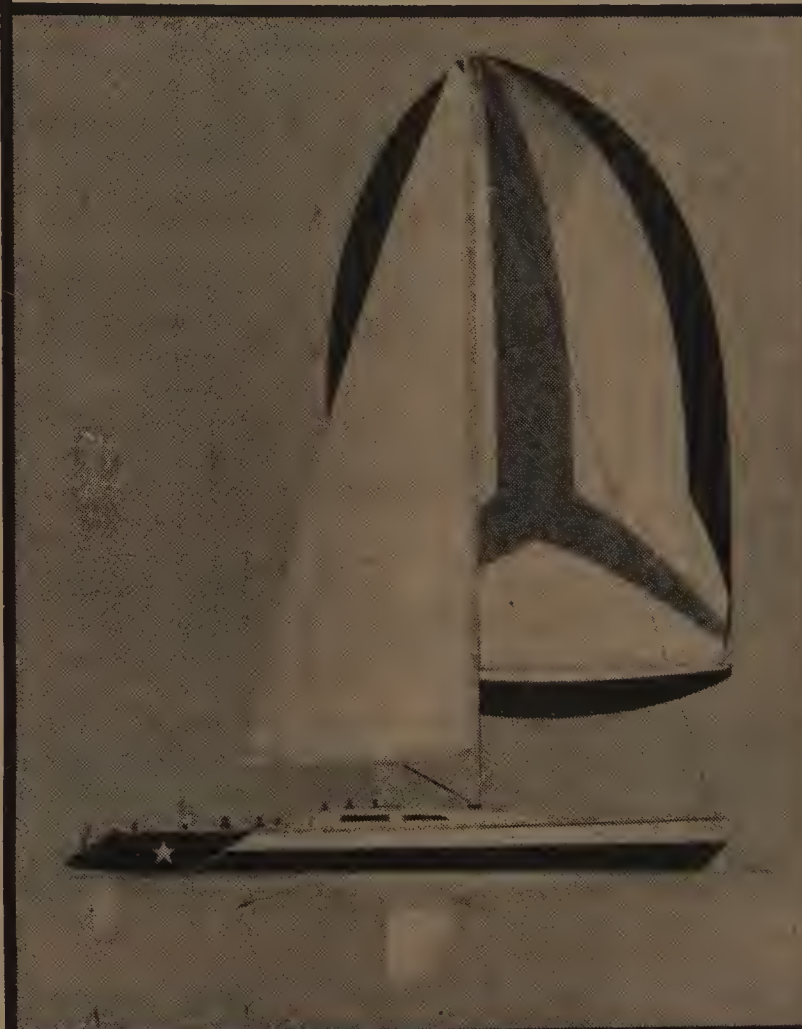
John Barreiro
17036 Horace St.
Granada Hills, CA 91344

John — We know somebody is going to appreciate your thoughtfulness, and we speak from experience. We lost a spinnaker turtle during the Olson 30 Nationals — and sure were glad when somebody turned it in.

□ A GOOD JOE

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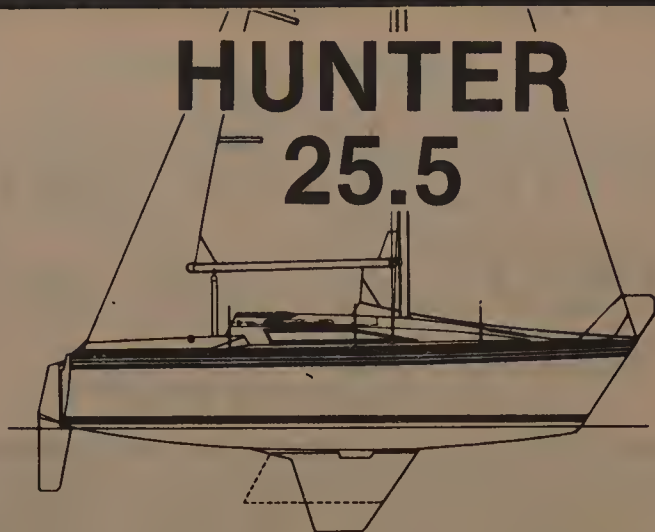
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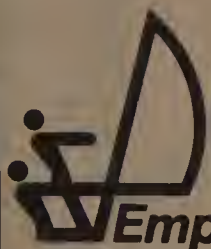
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A group of my friends and I met one of those special people on a Saturday afternoon last August. We sailed up the San Rafael Canal looking forward to lunch in a peaceful, warm place after a chilly Bay crossing. When we reached the end of the Canal, a man helped us raft up to another boat just as our engine died. This is how we met Joe Devine.

I was not there when Marine Engineering Associates arrived. Not to worry: Joe received them, explained the problem, went looking for us in his car, and brought us back in time to see the completion of the repair. Then Joe disappeared before we could say 'thank you'. He only came back as we were leaving — to return some things we had left in his car and to invite us back.

Mike Viarnes
Headway
Berkeley

I would like to point out an error in your account of the Single-handed TransPac start. You mentioned that a Kiwi flag on my C&C 38 *Alliance* was flown in honor of Peter Hogg. It was actually a *British* flag — identical to that used in 1776 and 1812 — flown in honor of Peter Bird, the transPacific rower. We are actually friends of both Peter Bird and Peter Hogg, and generally speaking Kiwis and the British like each other, so an international incident was not triggered.

The flag has an interesting history. It is probably the largest Union Jack in this country, having been made in a rush by the flagmaker for the London Houses of Parliament, to the same specifications, for the RREEF Corporation, who flew it over first class, in time to be launched from the top of 650 California Street, San Francisco, for the Queen's recent visit. RREEF had to get special permission from city officials to fly a foreign flag both bigger and higher than any other flag in the city. It measures about 30 ft. by 20 ft.

Peter Clutterbuck
Mill Valley

☐ GOOD STUFF

page 87

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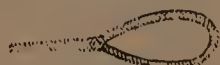
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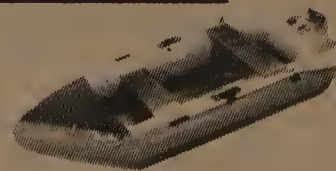
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LETTERS

After subscribing to your magazine for a number of years, I understand why you don't do product evaluations but you seem to appreciate letters about good products. Well, I've found a couple of products the sailing community might be interested in — if they don't already know about them.

Great Sunglasses. For the past few years, my wife, my son, and I have been sailing our 25-ft O'Day, *Lass*, out of Pete's Harbor in Redwood City. Your article on eye protection set me to thinking about finding better protection for my eyes. My Ray-Bans were good for driving a car but were totally inadequate for sailing. Not only were the glasses not dense enough, but I had no side protection. As a consequence, when out on the Bay I squinted a lot due to the glare from the sides, plus the wind whipping in around my glasses would make my eyes water — causing previously applied sunblock to run into my eyes. (The latter puts your eyes out of commission for some minutes).

I had been thinking of kluging some leather side pieces onto my sunglasses until I saw an ad in an Eddie Bauer catalog for Glacier Glasses. Figuring that if they're good enough to be carried up to a glacier and worn — at least that what their name implies — they should be just as effective on the water. We tried them and they're great. After a day's sailing, both my wife and I have virtually no eyestrain, the muscles around our eyes stay relaxed since we no longer have to squint, and there is exceptional wind and glare protection due to the side shields. The only negative factor is the slight reduction in peripheral vision.

Eddie Bauer claims the sunglasses eliminate 98 percent of the ultra-violet light which would normally get to your eyes. These glasses have built-in side shields to minimize wind and glare, and adjustable earpieces which loop around your ears to hold the glasses tight to your dome. They come with a string to hang them from your neck (when you are down below), and best of all the price is around \$15. There are a number of Eddie Bauer stores in the Bay Area, or they can be ordered through their catalog.

Sun Blocking Agents. Thanks to extensive sessions in front of an x-ray machine back in the late 50's — just to get rid of a bad case of zits, if you can believe that — I am now overly susceptible to skin cancer. As a consequence I take extra care that I don't get sunburned while sailing. No sense in aggravating an already touchy situation (and no, I won't give up sailing). For those of us who don't want to get tanned, yet won't stay out of the sun, there are sun blocking agents on the market which reduce the amount of ultraviolet light reaching your skin.

There are a number of brands on the market with varying protection factors and they all perform basically the same function in that they block out large amounts of U.V. light — the main source of sunburn (and indirectly, skin cancer). Because of my susceptibility, my dermatologist recommended that I use sunblock with a protection factor of 15 (PF15 on the labels). The higher the number, the more protection (Clinique makes one with a PF18 but the difference is probably minimal at that level of protection). I suppose zinc oxide is up around 1,000, but who wants to smear that goo all over their faces.

P.S. Don't change your format, it is the best sailing magazine on the market. I got quite a kick out of being permitted the rare privilege of reading issue #1 while visiting your booth at the Moscone Center boat show earlier this year.

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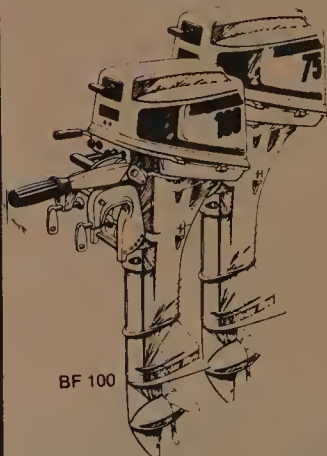
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LOOSE LIPS

If you've been putting off building that wooden boat you've dreamed about for years, here's a chance to translate that desire into a little reality. During the month of October, the "Hands On Wood" workshop will be holding classes at San Francisco's Fort Mason Center. Topics covered include "Building a Lapstrake Pram" with Simon Watts, "Cold Molded Boat Building" with Jon Lopez, and "Yacht Design" with Bob Darr, as well as traditional oarmaking, pattern making and bronze casting, and beginning lofting. These sessions will be run on weekends, weekdays and evenings. For more information, contact Hands On Wood, 2621 Sutter Street, San Francisco, CA 94115 or call (415) 567-2205.

And for you wooden aficionados, there's the September 7-9 Port Townsend Wooden Boat Festival up in Wahsington. This show will feature 150 boats on display as well as boatbuilding instruction, exhibits, demonstrations, films, music and food from around the world, regattas and schooner races and tours of local boat shops. Only \$10 buys you a pass for all three days, or you can pay \$5 per day. For more information on this event, contact the Wooden Boat Foundation, 637 Water Street, Port Townsend, WA 98368 or call (206) 385-3628.

The California Maritime Academy (CMA) in Vallejo announces their popular "Emergency Medical Training for Seagoing Personnel" course will be held from September 10-14. The forty hour class costs \$302 and will prepare you for primary first aid life support. Instruction includes an introduction to anatomy and physiology, basic bandaging, splinting and management of wounds, controlling shock and hemorrhaging, muscle and joint dysfunction, venereal disease, transporting the injured, bites and poisonings, CPR, and other emergency situations.

A more advanced class, dealing with secondary emergency life support, follows a week later, from September 17-21, and costs \$280. Here you'll learn about heat and cold injuries, head trauma, child birth and death at sea, uses and abuses of drugs, pain relief, radio procedures for emergencies, IV therapy, suturing techniques and more.

All classes will be held from 8 a.m. to 4 p.m. You can get more information by writing to CMA, Continuing Maritime Education, P.O. Box 1392, Vallejo, CA 94590, or calling (707) 644-5601.

Nothing adds to the aura of a building like the historical footnote that it was once a bordello. When you add that it was also once a resort hotel and later a haven for rumrunners, the Princeton Inn in Half Moon Bay veritably screams with ambience.

Most of the above took place in the 1920s. (The place was built in 1908.) In recent years, the Inn has been better known for its fine meals and entertainment. In 1979, the State of California declared it a historical landmark. The new proprietors hope its latest reincarnation — as a fine dinner house, piano bar/lounge and bed and breakfast (not open yet) — will prove another successful chapter in its colorful life. "We're taking a holistic approach by offering fine dining, relaxing entertainment and overnight lodging all under one roof," says Linda Stokely. (The bed and breakfast portion of the Inn is due to open in two to three months.)

Located on Capistrano Road north of the Bay, the Inn is within easy walking distance of the water. It sounds like a great way to end a day of sailing.

So that no one accuses us of playing favorites, though, other fine eateries in the Half Moon Bay area include Ida's Seafood, Moon Garden (Chinese), Paul and Barbara's Fish Trap, and the Shorebird. All (including the Princeton) but the Shorebird take reservations.

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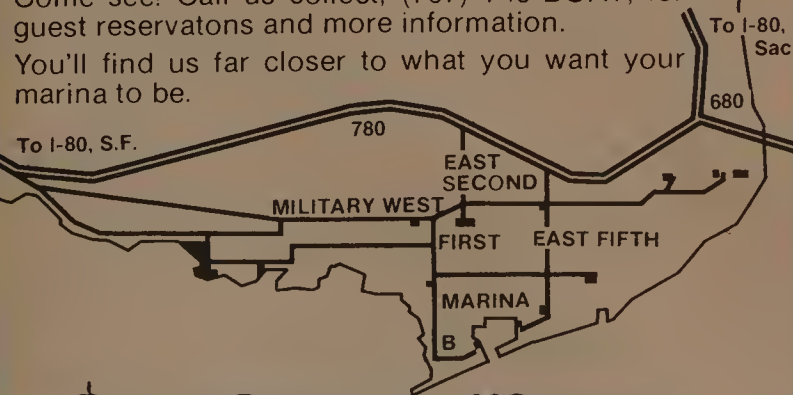
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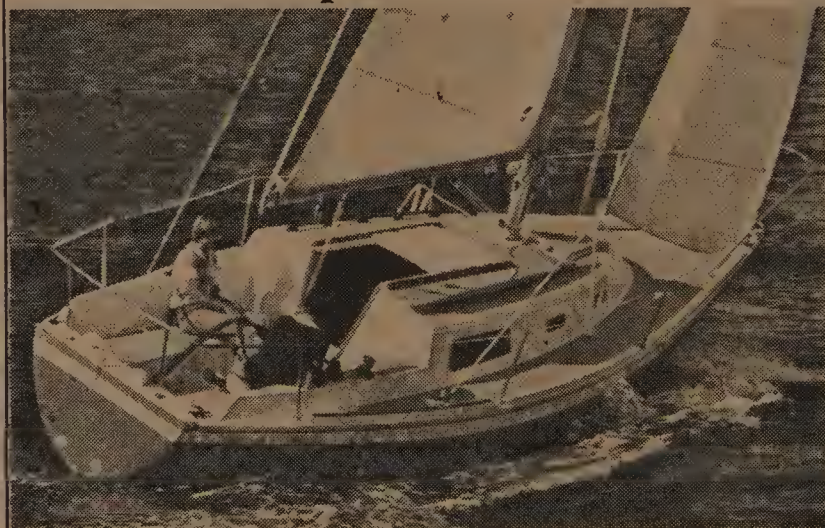
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LOOSE LIPS

Officials from Newport Beach, Orange County, and local marina operators met in the coastal city on July 16 to discuss ways to reduce the pollutants of Newport Bay.

And make no mistake, Newport Beach is polluted. While doing our two-part story on cruising to Newport Beach, we noticed that the bay water was the color of Tanya Robert's hair before she got the Sheena role. Auburn.

Slightly more scientific tests reveal that bay mussels contain traces of chlorodane, toxaphene, DDE and DDT — all of which are believed to be carcinogens. Other tests showed increases in the coliform bacteria and the growth of enterococci — bacteria found in animal and human feces.

One marina operator — like the BCDC has done up here — quickly jumped to the undocumented conclusion that liveaboards were to blame. Edward Power, operator of four local marinas, explained that when liveaboards have to relieve themselves at night, they don't always feel like walking all the way up to the head. The inference that non-liveaboards — who greatly outnumber liveaboards — are somehow different and do want to make the walk, was not explained.

Historically it's not unique for individuals and officials to wrongly blame liveaboards for pollution. Such was the case in the San Rafael canal, where the pollution was eventually discovered to be caused by runoffs and leaks in the sewage system — not liveaboards.

Other marina operators and liveaboards disputed the claim that liveaboards are the cause of the pollution. Several noted that liveaboards are close to the water and thus more conscious of its health and keeping it clean.

Newport Beach has extremely dense housing, heavy traffic, and during the summer it is packed with people. Contributing to the bay's pollution problem is that Upper Newport Bay, a popular recreation area, flows into the main bay.

Government officials were advised that if the pollution gets much worse, swimming and other water contact sports will have to be curtailed. As mentioned in our two-part series, we at *Latitude 38* recommend that you don't wait for the pollution to get worse, but do all your water sports in the Pacific Ocean. Heck, it's just a block or two away.

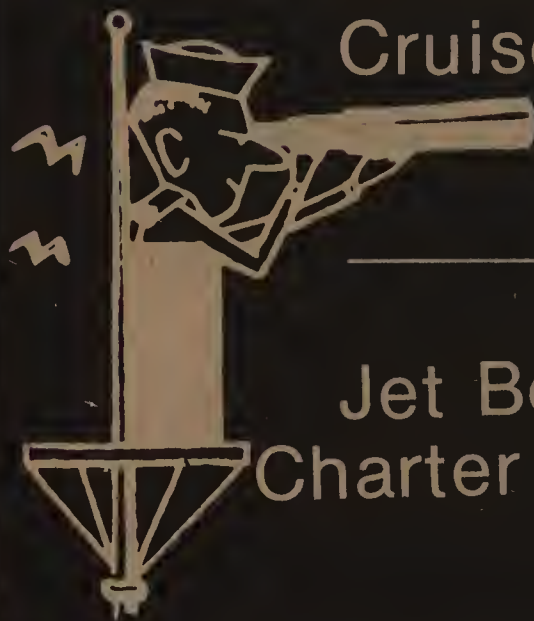
Newport city officials hope to augment the enforcement of anti-pollution laws, to get more water pump-out facilities, and to limit the number of people who live on boats in the bay. We wish them the same luck we wish all others who hunt elephants with BB guns.

What makes your engine tick?

If you want to learn more about the beast in the bilge, Marine Power Inc., of Oakland will be hosting "Maintenance of Marine Engines" seminars on October 2 and 3. (Gasoline engines will be the subject of discussion on the first night; diesels the second. Discussions of propeller selection and care by Bob Killian of Pitchometer will accompany both seminars. Although officials from BMW of North America will be the guest speakers for the diesel seminar, subject matter covered on both evenings will be generic to gas or diesel engines and you need not own a specific make or model to attend. The lectures begin at 6 p.m. Admission is \$5 in advance and \$10 at the door. Refreshments will be served. You can sign up either by phone (436-4647) or in person at Marine Power Inc. (1285 Embarcadero, Oakland) or San Leandro's Bay Area Boat Show that runs from September 12 to 16. If you want to impress the socks off your fellow students at the October 3 seminar, be sure to check out the article on marine diesels in the next *Latitude 38*.

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LOOSE LIPS

In the interest of making better boaters of us, Arthur Sims, JN, public relations officer of the Oakland Power Squadron, offers this refresher course in nautical terminology for all hands:

Amidships: a condition wherein you are completely surrounded by boats.

Anchor: a device designed to bring up mud samples.

Anchor Light: a small light used to discharge the battery by morning.

Bitter End: the finish of a race when you are last over the line.

Bottom Paint: what you get when the cockpit seats are freshly painted.

Chart: a type of map which shows you exactly where you are aground.

Clew: an indication from the skipper as to what he might do.

Companionway: a double berth.

Deadrise: getting up to check the anchor at 0300.

Dead reckoning: a course leading directly to a reef.

Deviation: any departure from the captain's orders.

Dinghy: the sound of the ship's bell.

Freeboard: food and liquor supplied by the owner.

Foul Wind: breeze made by a flying turkey.

Great Circle Route: the ship's course when the rudder is jammed.

Headway: what you are making if you can get the toilet to work.

Heaving Line: a rope used to hold onto while being sick.

Landlubber: anyone onboard who wishes he were not.

Latitude: the number of degrees off course allowed a guest.

Port: a fine wine, always stowed on the left side of the boat.

Reef Point: the part of a rock sticking through the boat.

Rhumb Line: two or more crewmembers waiting for a drink.

Sextant: a device for detecting the nighttime activity of guests.

Shroud: equipment used in connection with the wake.

Spinnaker: a large sail used in dead calms to keep the crew busy.

Spring Line: a rope purchased at the beginning of the season.

Swell: a wave that's just great.

Square Rigger: a rigger over 30 years of age.

The tragic Fastnet race of 1979, during which a fierce North Atlantic storm claimed three boats and 15 lives, has spawned a lot of research on how keelboats can capsize. One of the most ambitious projects has been that conducted by the U.S. Yacht Racing Union and the Society of Naval Architects and Marine Engineers. In April, 1983, they published their first interim report on the subject, and now there is a second available.

It's not exactly light reading, with graphs, charts and even computer programs. One section that does strike close to home, though, is a description of a loss of a Santana 20 on Folsom Lake a couple of years ago. We've sailed on that lake, just east of Sacramento, when a squall came through, and can see how a boat could disappear without much difficulty.

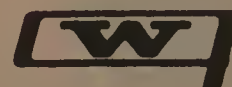
You can get single copies of the report, called "Safety From Capsizing", while the supply lasts from USYRU, Box 209, Newport, Rhode Island 02840.

If you'd like to see what goes into the now almost obsolete art of handcrafting cringles into sails, check out Don Bogart-Goring's sail-making shop in Alameda. Don learned the art of headsewing sails back on the east coast in the late 1950's before rivets, pressed rings, aluminum and stainless steel became standard practice. He's now making up a suit of sails for the scow schooner *Alma* and invites you to come by in the evening. If you have a cringle that needs replacing, he's even offering to stick one in free. Such a deal. You can reach Don at (415) 523-9011.

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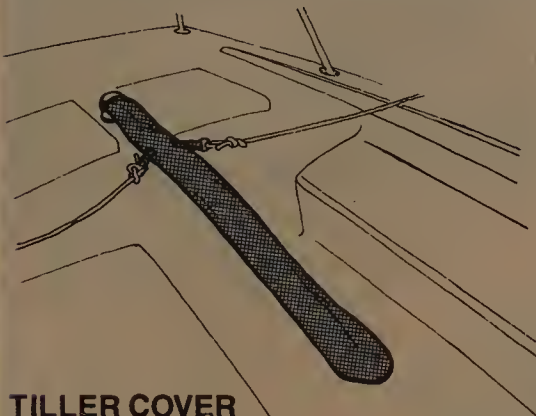
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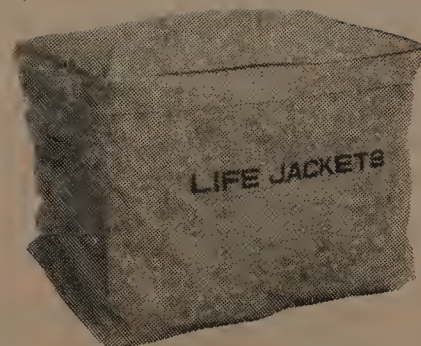


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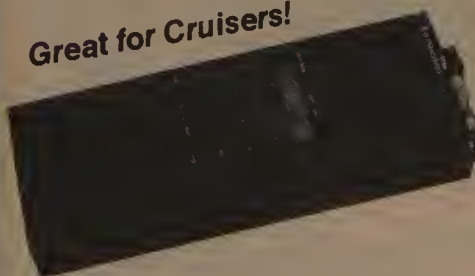
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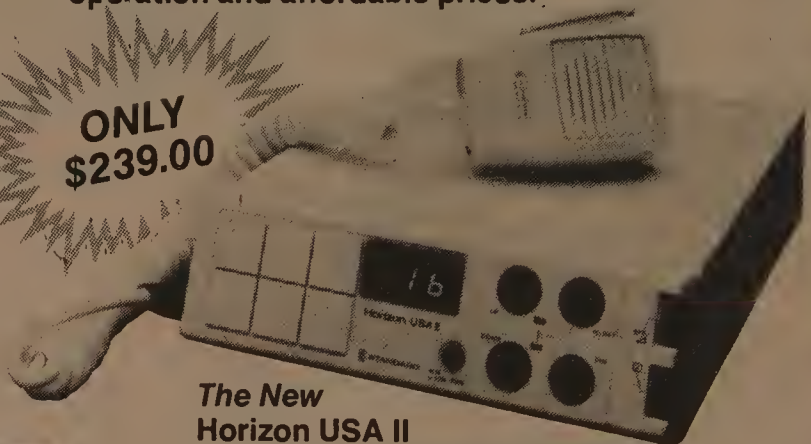
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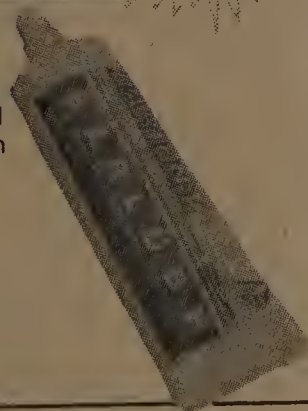
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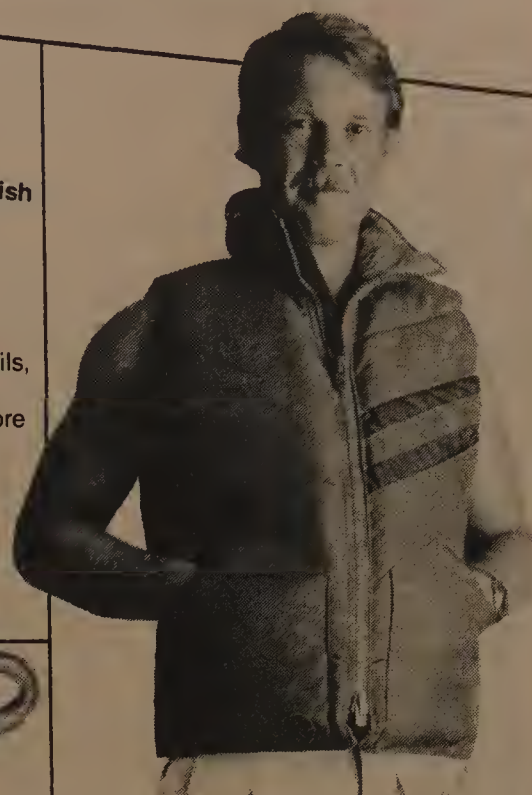


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more marine survey feedback

Herewith follows the remaining feedback to date on the two-part Marina Survey that ran in *Latitude 38* in Volumes 85 and 86:

John Penna of the Oyster Point Fuel Dock reports that reader comments about fuel availability in the Oyster Point area were dated. The Oyster Point Fuel Dock got their permit in March, began construction in April, and are now fully operational. The facility has four double dispensers, each pumping diesel or regular gas. There are four docks, each 70 feet long, located at Oyster Point Marina's Pier 7. They are open daily from 8 a.m. to 6 p.m. and can open earlier if notified beforehand at 952-3372. There is also a bait and tackle and supply store.

Port Sonoma Marina advised that reader comments about their marina are also out of date. The access roads have since been put in service, and there has been significant dredging. Port Sonoma's complete response is in the *Letters* section.

The operators of Seabreeze YC in Oakland felt they got a raw deal from the single reader who wrote in to comment on their facility. That reader basically alleged that the rates were doubling every year while the facilities were deteriorating. Actually, the reader said worse, but it seems so erroneous we don't want to repeat it.

Seabreeze advises that since they acquired the ten-acre facility in 1980 they have made many improvements. For example tearing down the condemned wharves belonging to the City of Oakland and replacing 90 percent of the old marina docks with brand new ones. In addition, the old office was replaced with new ones, and a restaurant, bathrooms and a shower, boatyard offices, and Travel Lift operation, a parking lot, and other improvements have been added.

While these costly improvements were being made the owners of Seabreeze report that the berth rates have done nothing like double every two years. Upon purchase of the property in 1980, rates were standardized at \$2.85 a foot. In 1982 the rates were raised to \$3.85, a 35 percent increase over two years before. The rates have not increased since that time, so in fact they have not doubled, but increased only 35 percent in four years.

Seabreeze also notes that while they increased their rates only 35 percent since 1980, the Port of Oakland has increased *their* rent by 220 percent.

They further note that even with the recent glut in marina slips, their harbor is full — unlike many others nearby. Boats are also booked up for three weeks in advance to be hauled out. The owners of Seabreeze invite everyone to stop by their facility so they can see for themselves that the reader's comments in the Marina Survey weren't accurate.

These conclude the responses to the comments on the Marina Survey.

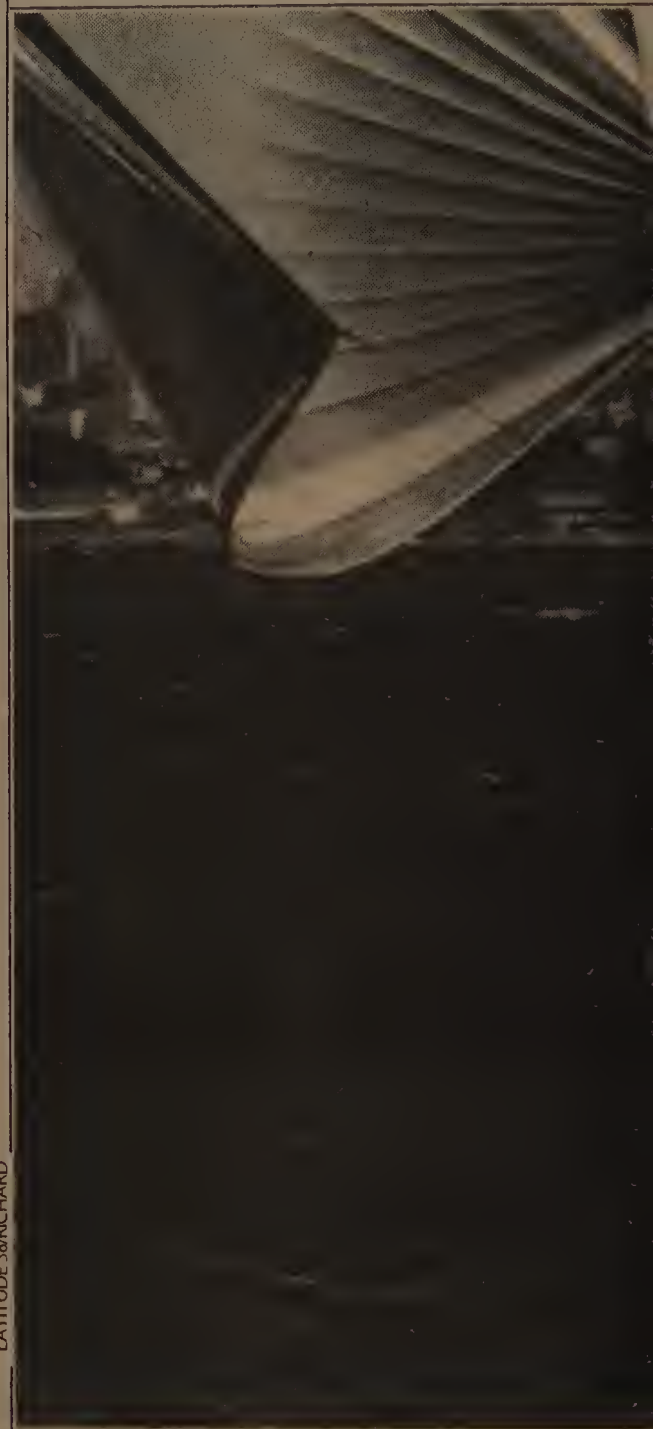
Will there be a Marina Survey next year? In a word, no. We were very disappointed in this year's survey. In all but a few cases there simply weren't enough reader responses to make a fair evaluation. And in far too many cases just a single disgruntled berther made comments that gave an entirely inaccurate — if not patently false — impression of a marina.

In retrospect, we advise *Latitude 38* readers to believe the good comments made about various marinas in the Marina Survey, but to reserve judgment on the negative ones until they have the chance to check out the situation themselves.

big boats coming

"It's great!" was the comment from San Francisco's Bill Twist after trying out his new boat, the 48-ft *Blade Runner* designed by San Diego's John Reichel and Jim Pugh, on August 18th. [See photo.] The racing machine is named after the recent Harrison Ford sci-fi flick. Those of you who saw it may remember the scene where the punk blond replicant walks into the mad scientist's apartment, looks at all the weird mutants the guy has been creating and says, "Gosh, you've got some great toys here!" From all reports, *Blade*

cont'd on next sightings page



LATITUDE 38/RICHARD

the hard

Both the Coast Guard Auxiliary and the Power Squadron safety courses stress the safety aspects of staying with a swamped, capsized or otherwise stricken vessel until help arrives. *Don't*, they say, try to swim ashore. The beach is almost always much farther away than it looks, especially in rough water.

To bring the point home, some instructors quote the average survival times for water of varying temperatures. For example, assuming no other contributing influences like waves or wetsuits, the average person in 40-degree water will be unconscious in 30 minutes and dead of hypothermia in 90. In 50 degrees, you have an hour of conscious-



way home

ness and 3 hours to live: in 60 degrees, 2 hours until unconscious and 5 hours to live; and so on.

On August 4, George Riedy of Santa Clara, clad only in shorts and a T-shirt, jumped from his boat into 57.5-degree water and tried to swim through 6 to 8-ft swells to the beach 1/2-mile away. He didn't make it.

Earlier in the day, *La Rue II*, an Ericson 30, had been dismantled. Riedy and his wife managed to secure the rig on deck and were motoring back to Half Moon Bay when the engine sputtered and died. They were out of fuel. About 1 1/2 miles north of Martin's Beach, Riedy anchored *La Rue II* and tried

cont'd center of next sightings page

big boats — cont'd

Runner is a neat toy too, and it easily outdistanced the other boats that came out to race on the 18th.

Twist had hoped to take the boat to Hawaii for this summer's Clipper Cup, but construction fell too far behind schedule to get the boat delivered on time. Another Reichel/Pugh design, the 43-ft *Sidewinder*, turned in an excellent performance [see *Clipper Cup feature story*], so it would have been interesting to see how *Blade Runner* would have fared. Now Bill will have to wait for the September 30th to October 6th St. Francis YC Big Boat Series to test her against the likes of Larry Harvey's *Brooke Ann*, the Nelson/Marek 49 from Cabrillo Beach, Art and Libby Kamisugi's *Libalia Flash*, the Peterson 48 from Hawaii, Victor Forrs' *Carat*, a Frers 50 from Sweden, and possibly John Ambrose's *Morning Star*, a Frers 50 from New York.

Blade Runner will be well staffed. Starting with Twist himself, one of the best drivers on the Bay, the boat will also have designer and IOR campaign veteran Jim Pugh onboard, as well as Keith Randall, Rhett Jeffries and Larry

cont'd on next sightings page

big boats — cont'd

Herbig, all of whom were with Twist last year when they shredded the Richard Rheem division in the Big Boat Series with the Peterson 41 *Salute*. Bill hopes his rating for *Blade Runner* (expected to measure 37.9-ft) will put him near the top of whatever division he ends up in, as was the case with *Salute*. Getting away from the line quickly, to some degree a function of rated length, helps immensely in the frequently one-way courses of the Big Boat Series.

The action should be hot and heavy in all five divisions this year, especially with the big maxi boats coming to town. These million dollar machines are on the Pacific Ocean leg of their two-year world circuit. Among those expected are Jim Kilroy's Holland 80 *Kialoa*, Jake Wood's Mull 82 *Sorcery*, George Coumentaros' Clipper Cup-winning Frers 81 *Boomerang*, and Marvin Green's Pedrick 81 *Nirvana*. The sight of these graceful giants, which require over two dozen crewmembers, is one you won't want to miss, even if you can't secure a berth in the fleet.

This year's BBS will also see many out-of-townners sailing the Bay. A strong contingent from down under and the Far East, including Denis O'Neil's Frers 41 *Bondi Tram* from Australia, Dr. Alan Burge's Peterson 43 *The Frumious Bandersnatch* from Hong Kong, and Neville Crichton's Frers 43 *Shockwave* from New Zealand, are scheduled to appear. Washington State will be well represented too, led by John Buchan's Peterson 42 *Glory*, a boat which started off with a bang last year but fell on hard times late in the series. Returning to her home waters will be the varnished-hulled *High Noon*, a Peterson 41 now owned by Ben Dembart of Seattle.

Next month we'll be bringing you a complete preview of the Big Boat Series, with boat names and numbers so you can keep track of your favorites. Best places to spectate will be on the Marina Green, Crissy Field, Yellow Bluff in Sausalito and the end of Pier 39. St. Francis YC regatta coordinator Matt Jones says the parking lot at the club will again be restricted to racers only, but there will be plenty of parking and shuttle buses available next door at Crissy Field. Races are scheduled for Sunday, Monday, Wednesday, Friday and Saturday. All start at 1 p.m. except for the 'business special' on Wednesday commencing at 3 p.m. For more information, call 563-6363.

hard way

to figure out what he should do next.

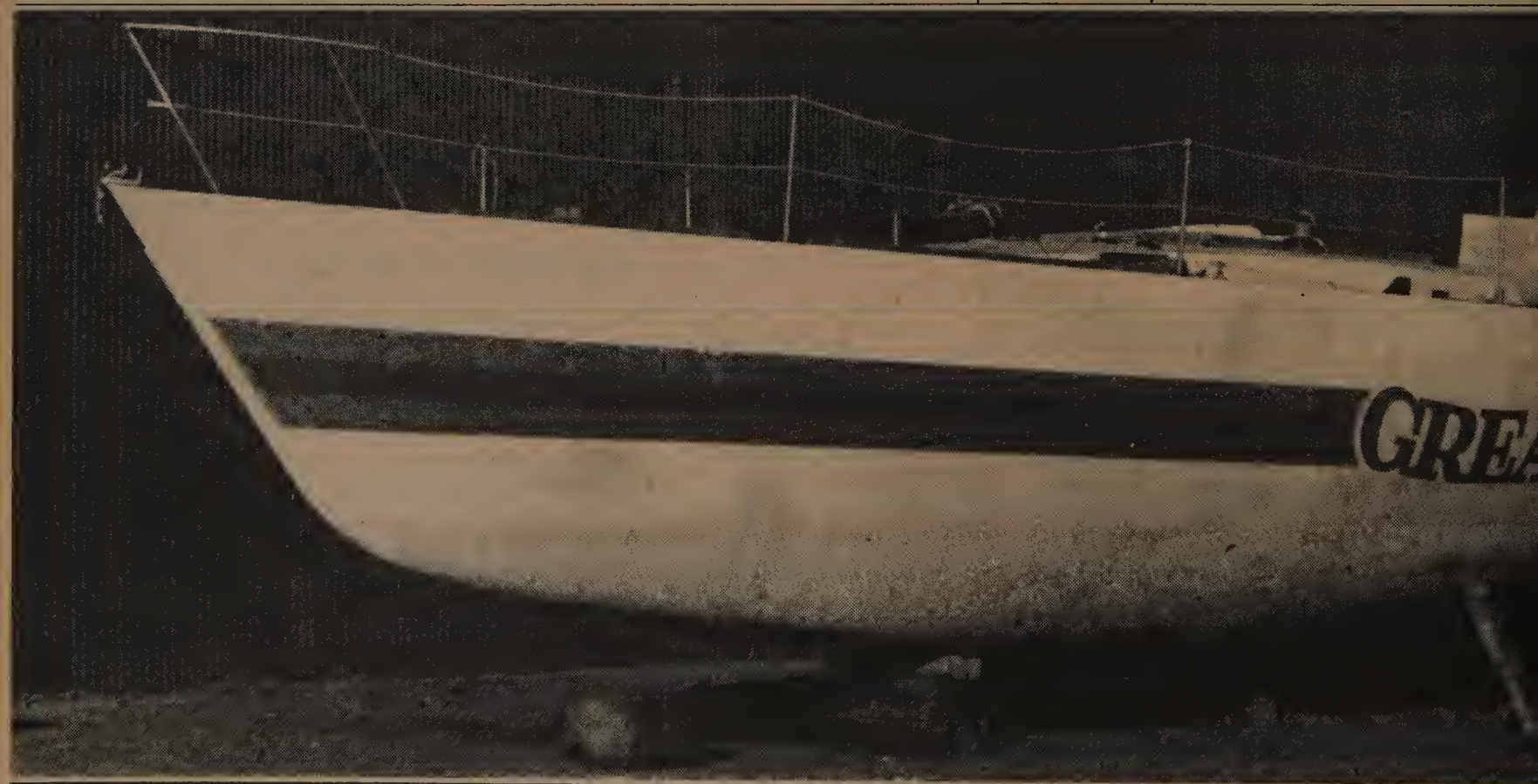
Although the anchor was holding, the boat was being buffeted by wind and waves. He had no power, no sails and no radio (the antenna came down with the mast), and it was getting late. Riedy, 57, decided to try to make it in before dark to get help. The last his wife saw of him, he appeared to be resting about 150 feet from shore.

The next morning, the harbormaster at Half Moon Bay received two reports, one from shore, one from a fishing boat, that a dismasted sail boat was anchored about 1,000 yards offshore. By 8:45, Harbormaster Bob McMahon and patrolmen Jeff Hartz, Keith Roberts and Dane Mortensen arrived on the scene. By 9:15, they had *La Rue II* in tow and the Coast Guard Helicopter had begun its search. Riedy's body was found on

here's the

The Women's Racing Association (WRA) hosts their first annual crew barbecue on Friday, September 7, at the Metropolitan YC in Oakland's Jack London Square. The steak bbq runs from 6:30 to 8:00 p.m., followed by a WRA general meeting. Get a \$5 discount for joining or renewing your membership before the meeting. There will also be a

This month's 'where are they now?' winner is the Davidson 50, 'Great Fun'. Two years ago she won



— cont'd

the beach the next morning.

It's easy, when it appears in black and white like this, to sit back in our easy chairs, shake our heads and wonder why Riedy didn't do this or that; why he didn't have an emergency VHF antenna (the Signal Mate is less than \$10) on board; why he didn't use flares or a dinghy — or at least grab one of the 10 life jackets on board *La Rue II* for his ill-fated swim. It's something quite different when you're out there cold, wet, tired, beaten around and more than a little scared. We've all been there and we've all made decisions that would cause others to shake their heads. If nothing else, George Riedy's experience should teach us that the sea plays for keeps and not everyone lives to learn from their mistakes. Sail safely!

beef!

raffle prize of one free week at the Women's J-World sailing course on the Bay. Tickets for the raffle will be sold at the door. Reservations for dinner are required by September 4 and can be made by calling MYC direct at 832-6757. For more information about WRA, call Glenda Carroll at 454-6327.

Class B in the Clipper Cup, but now she rests forlornly in Richmond.



LATITUDE 38/JOHN

last landfall

The *Reporter*, pictured here at its last landfall, is the most recently discovered of more than 100 shipwrecks within what is now the boundaries of the



COURTESY GGNRA

Golden Gate Recreational Area. For the past year, National Park Service archeologists have been probing the remains of the 1856 medium clipper *King Philip*, wrecked on Ocean Beach in 1875 and uncovered by storm erosion in 1982. Work on the *King Philip* site included a careful survey of the beach with a proton magnetometer, which detects buried iron-containing metals. The search team became intrigued when the device recently produced evidence of a then unidentified second ship.

The National Park Service staff first saw physical evidence of the second wreck — wire rigging, an iron turnbuckle, a chain bobstay — when waves washing over *King Philip* earlier this year dropped the sand to an extremely low level.

With the advanced state of deterioration of wrecks that have been exposed to wind and wave action for years, identification is often difficult. About all archeologists could determine from the fittings and pieces of douglas fir used in the hull were the approximate age of the ship and the fact that it was most likely built on the West Coast of America. Researchers finally discovered *Reporter's* identity through historic photographs and newspaper clippings.

The three-masted schooner *Reporter* was built in 1876 in Port Ludlow, Washington. The 141-ft, 351-ton vessel spent most of its working life in the lumber trade, hauling milled lumber, shingles and pilings from northwest logging camps and mills to San Francisco.

The ship had two bad omens working against her as she cleared Grays Harbor, Washington, in early March, 1902: She had sailed on a Friday, traditionally bad luck for any sailing vessel, and the ship's cat — a black cat — had leapt overboard and drowned an hour before the ship had weighed anchor. Some of the crew felt "the poor thing committed suicide" rather than sail that last voyage. On the evening of March 13, *Reporter* neared the Golden Gate. Captain Adolph Hansen mistook a light at the Cliff House for the lighthouse at Point Bonita and tacked for what he thought was the entrance to the Bay. According to the *San Francisco Examiner's* account, a haze hid the shore and "not until the schooner was in the breakers did he know he was trying to hurdle her over the peninsula instead of going in orderly through the harbor entrance".

Reporter ground onto the beach in heavy seas two miles south of the Cliff House. Although one crewman was injured when the mizzen mast fell, all were soon rescued by the U.S. Life Saving Service at Ocean Beach. The ship

cont'd on next sightings page

reporter — cont'd

herself was not so lucky. Her back broken, she was "fast digging her own grave in the sand alongside the bones of the *King Philip*, whose ribs are still seen, like gravestones marking the resting place of that good ship."

Sand has once again covered the graves of both ships and study has been suspended. Future plans call for more magnetometer surveys and possibly some excavation to recover other artifacts for study. "These vessels, along with the other wrecked ships along our shores, are a unique museum of ship types long since vanished whose stories can be told through careful archeological research," says Park Historian James Delgado.

For those interested in more on the subject, the Nautical Heritage Museum's show, "Shipwrecks of the Golden Gate" will run through November. The museum is located at the end of Polk Street, near Fisherman's Wharf in San Francisco.

another kind of marina

For the last two months we've been publishing the results of our Northern California Marina Survey. Since the marina topic has been broached and some of our readers have complained about the level of services and the quality of facilities at their marina, we thought some of you might like to know how nice a marina can be. And, how much that costs.

The marina offering the nicest facilities and the greatest services we've ever seen is the recently opened Intercontinental Marina, a turning block's throw from downtown San Diego. Marina Manager Robert Donlin makes no bones about the fact that he wants high class boats in his marina, and that he has worked hard to provide the facilities and offer the services that will attract them.

"We want to pamper the boatowner," proclaims Donlin. In order to achieve this goal, the Intercontinental's 396 slips feature the highest quality cement pilings and docks. Each dock has a box with water, 30 amp electricity, and phone hook-ups. In addition each berth was expensively pre-wired for color cable TV direct from a satellite. According to Donlin they are the first marina in the States to offer this.

Three sets of restrooms serve the marina, but a berther's key gives access to only the closest one. The restrooms are large, clean, and feature four shower stalls each for men and women. The showers have built-in soap dispensers, which is a nice feature. A laundry with two washers and two dryers serves the marina.

Donlin says they could have built the marina for \$3.2 million. Their decision to go first class pushed the price up to \$5.2 million — about \$13,000 a berth.

Tenants at the marina are entitled to use the pool, sauna, and jacuzzi at the Intercontinental Hotel next door. The Intercontinental is part of the worldwide chain, and is a far cry from Motel 6. It's the kind of place where the rooms start at \$145 a night and where a mariachi band plays by the pool during the afternoon.

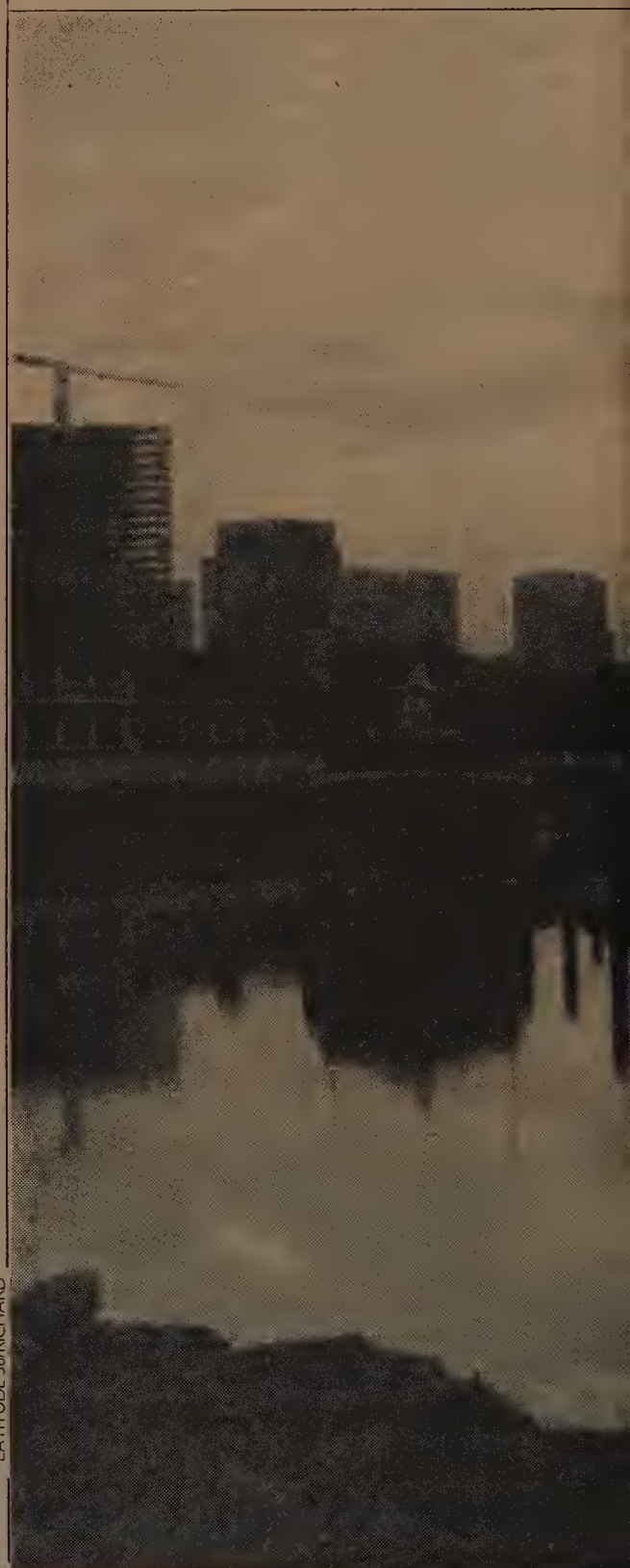
The Intercontinental Hotel and Intercontinental Marina are separate businesses, although they were built simultaneously by developer Doug Manchester to the requirements of the San Diego Unified Port District. While different enterprises, Donlin has set things up so the boats in the marina are virtually what he calls "extended hotel rooms". This means you can order 'room service' to your boat from any of the hotel's fine restaurants. And naturally you're not going to get French cuisine served on paper plates with plastic utensils and paper cups. No way — it comes on china plates with real glasses and cups and saucers — the whole nine yards. And soon tenants will be able to charge purchases with their marina cards.

We know what some of you readers are thinking: "Next they'll have maid service." Not next, but right now — at least something very similar to it. If you've had a rough day sailing and don't want to clean up the mess, the marina has a subcontractor that will do the dirty work. For \$15 an hour.

cont'd on next sightings page

night

Gregg Wisley at the Sausalito Cruising Club has come up with an idea for a night race on September 14th. "This is one of the nicest times of the year to sail the Bay," he says. "The winds have calmed a bit, the fog has pretty much disappeared and the evenings are actually warmer than during the summer. Combine this wonderful weather with the beauty of the Bay in the evening — the sun going down as the lights of the cities and the moon come up — and you have the



LATITUDE 38/RICHARD

racers

perfect setting for a race."

Sounds pretty good to us, and the appeal seems broader than just to the racing crowd. Night sailing, conducted with safety precautions, is a whole new world if you haven't done it before. There will be a briefing on safety at 6:30 p.m. on the 14th at the Cruising Club, with the race starting at 8:00 p.m. off Little Harding Buoy. For more information, call 332-9349 or 332-9922.

San Diego's Intercontinental Marina.

marina — cont'd

Folks with high-class boats in a high-class marina naturally prefer that their persons and belongings not be ripped off, so security is good. At night an active and visible patrol service — dressed in a coat and tie — patrols the grounds. During the day security is a little more colorful, with the officer outfitted like a Bahamian police officer, right down to the white pith helmet with a red stripe. Donlin says obtaining the outfits cost a lot of money, but he feels it was worth it. Visitors view the security man as an entertaining addition rather than a hostile presence, and feel free to ask directions or questions. And there are many visitors; the marina is located between the hotel and Seaport Village, the latter of which is a series of tourist shops and restaurants. The two are connected by a public path that fronts the marina.

cont'd on next sightings page



marina — cont'd

Readers won't need advanced economic degrees to predict that such facilities and services don't come at rock bottom prices — particularly when everything is brand new. Berth rates run from \$7 to \$8.50 a foot, a figure that Donlin suggests is 35 percent higher than other San Diego marinas. He claims that the others raise their prices eight to ten percent a year, but that he'll be able to hold the line for two years.

Transient vessels can rent guest slips for the night, but at \$1 per foot the Intercontinental will not get much of the economy-cruising crowd heading for Mexico. Nor are they really looking for that trade.

There are additional expenses in having a boat at this marina. Dinghies — which aren't allowed in the water — can be stored in racks at \$15 a month. The color cable service — which about 20 percent of the tenants have signed up for — goes for about another \$15 a month. Parking runs at least \$6 a day or \$25 on a monthly basis. It's unlikely that the average Intercontinental tenant is going to complain about these expenses: most are well-heeled and many of them live in distant parts of the country. Twenty-seven of them, we are told, own Rolls Royces.

There is no living aboard at the marina, and pets are not allowed. Donlin himself jokes about the regulations: "There are 99 'don'ts' here and one 'do'; the 'do' is pay your bill." Not everyone cares for that approach, but the Intercontinental isn't interested in just any tenant.

This fact is borne out in Donlin's satisfaction with the current occupancy rate of 52 percent. He figures that's fine for being in operation less than six months. San Diego's new convention center will be erected adjacent to the marina, as will another Intercontinental Tower and a Hyatt Hotel. When these are completed Donlin figures he'll have a long waiting list of boats wanting to get a slip.

executive cruise

While this at first glance appears to be a classic "dolly" shot — "Let's have the girls sail the boat and we'll take pictures!" — these women possess considerable brain power in addition to their obvious beauty. Starting from left to right we have: Leslie Umphrey, data processor for the international flight attendants union at the San Francisco Airport; Annabelle Anderson, administrative assistant for an escrow company; Carol Neineighbor, a manager for Marriott Catering; Jan Santos, a supervisor in the San Francisco District Attorney's office; and Lynn Palmer, vice president of finance at a jewelry manufacturing company.

Their boyfriends, the crew of the Santana 35 *Take Five*, were on the other side of the camera when this shot was taken. You can almost hear them saying "Eat your hearts out, guys." Moan.

upcoming boat shows

It's about that time of year again — time for football, back to school sales and boat shows. If you're planning on attending both of the latter taking place this month, make sure your "tire kicking" shoes are built to go the distance, because both the Bay Area Boat Show and the Mariner Square "UnShow" are scheduled for the same four days — September 12-16.

"An opportunity for boating enthusiasts to live out the 'aquatic fantasies' " is how the sponsoring Northern California Marine Association describes the fourth annual Bay Area Boat Show, taking place at the San Leandro Marina. Everything from lean and mean ski boats to luxury power and sail cruisers will be on display — 170 boats altogether — both in the water and under big top tents. Also well represented will be marine electronics, insurance, publication and engine companies, charter organizations, banks and about everything else that has anything to do with boats.

cont'd on next sightings page



MIKE ROTH

working

The head scratching was understandable. After all, it's been quite a few years since a working sailing ship tied up to do business on the San Francisco waterfront. For awhile, no one seemed to know if it was okay or not for the 130-ft steel schooner *Edna*, which pulled in on August 13, to be open for business. The hardwood business, that is. In her hold



sail

was 55 tons of the stuff — teak, ebony, merbau, rosewood — that she'd loaded in Singapore 75 days earlier.

The powers that be finally decided that the ship must move elsewhere to ply her trade, so the six-man, one-dog crew moved *Edna* to Sanford Wood Marina in Richmond

cont'd center of next sightings page

boat shows — cont'd

Among the boats on display will be the Lancer 25 and 40; Bristol 41; Yamaha 26 and 30; Islander 30 and 40; Premier of Sceptre 41; FD 12 Meter (50-ft); Canadian Sailcraft 36; Hunter 31, 34, 37 and 40; Farr 1020; Tradewind 43; MacGregor 25; Cal 27; Gulf 32; Swan 43; Aloha 28, 32 and 34; Panda 38 and 40; Passport 40; Beneteau; Cape Dory 36; Hans Christian 38; West Wight Potter 19; Illusion (mini 12 Meter); AMF Alcott Sunfish; Trac 18 catamaran and Seabird Dinghy. Special events for the show include:

- Aussie 18 regatta (one race a day; Saturday and Sunday, 3 p.m.)

cont'd on next sightings page

boat shows — cont'd

featuring several local favorites including the Stubbies-sponsored boat. These high-energy boats are capable of speeds exceeding 30 knots and once they get up and go, the only rigs that can catch them have "Air Force" written on the side.

- The premier of the "Wing Sailor" which resembles as 12-ft Frisbee with an airplane tail. The Black Tie Cruising and Charter Company will be showing off the new craft and answering questions about their variety of power/sail charters and cruises.

- Coast Guard rescue demonstration (Sunday only) complete with helicopter.

- The Mair 30 premier. Built by Rafel Marine, this ULDB with its cold-molded cedar hull and fiberglass deck was designed "to epitomize the marriage of comfort and competition".

- Two parasailing and waterskiing shows per day on the weekend days. Tickets this year run \$4 for adults, \$1 for kids 6 to 12, and under 5, free. Discount coupons are available from San Francisco Federal Savings and area marine stores. The show runs from noon to 8 on weekdays and 10 to 8 on the weekend. To get there, take Highway 17 (Nimitz) to Marina Blvd. West in San Leandro and follow the signs. For more information, contact Carol Ramey at (415) 436-4664.

Held concurrently with the San Leandro Show is the first annual Mariner Square Open House or "UnShow" as they're calling it. This one features sailboats only, and about 60 new boats and 40 manufacturers are scheduled to be represented, including Bayfield, Beneteau, C&C, Catalina, Cheoy Lee, Coast, Elite, Ericson, Express, Freedom, Hans Christian, Horizon, J/Boats, Jenneau, Lancer, Lord Nelson, Merit, Millimeter, Moody, Moore, Morgan, Nauti Cat, Newport, New Zealander, Niagara, Nonsuch, Pearson, Pacific Seacraft, Pretorien, Prout Catamaran, Santana, Soverel, Ta'Shing, Tayana, Vindo, Watkins, and Yamaha.

Activities include music on the green and a Millimeter (mini 12) "unregatta" at 4 p.m. Sunday. The "UnShow" hours are noon to 6 Wednesday through Friday and 10 to 6 on Saturday and Sunday. Admission is free. Need info? Call (415) 523-3995.

With a couple of weeks to recover, you should be raring to go for the Stockton Boat Show on October 3-7. Boats at this show will be displayed both in and out of the water, and goods and seminars will take place in a large, circus-like tent.

The seminars are a new feature for this show, which show manager Olive Davis says will be considerably larger than last year's. The seminars, slide shows and talks will cover everything from sailing and powerboat handling to fishing and scuba diving.

In keeping with the increasing popularity of sailing in the Delta, an effort is being made to attract more sailboat exhibitors to the show. Low-cost crane service is provided for sailboats whose masts are too high to clear the Interstate 5 overpass that crosses the Stockton Channel.

Show promoters also encourage those planning to attend to come by boat. Boaters may anchor across from the show in McLeod Lake or secure to the handy seawall there. A free shuttle boat will take them to and from the show. Free parking will be provided to those arriving by car.

Admission to the Stockton Boat Show is \$3 for adults; \$2 for children 6 to 12; and free to those under 6. Dollar-off discount tickets are available at participating marine stores. The show hours are 11 a.m. to dusk Wednesday through Friday, 10 a.m. to dusk Saturday and 10 to 6 Sunday.

By boat, you reach Waterfront Harbor by proceeding to the end of the Stockton Channel. By car, take the Downtown exit off Interstate 5, turn left on El Dorado Street, another left on Weber and it's three blocks to the show. For more information, call (209) 466-7066.



edna

where, at this writing, she was doing a booming business.

"The woodworkers came out of the woodwork," says Jack Risser, Edna's "wood man," of the first couple of days at her new berth. Edna will stay in Sanford Wood for

the silver lining

After his two and a half month battle to become the Olympic singlehanded Finn representative, San Francisco's John Bertrand proved his selection was no mistake by winning a silver medal. To the best of our knowledge, he becomes the first Bay Area skipper to achieve an Olympic yachting medal. (Conn Findlay of Belmont won a silver crewing for Dennis Conner in the Tempest class in 1976).

John says the seven-race contest, sailed off Long Beach, was one of the three best series he's ever sailed in his life. The other two were his back-to-back Laser world championships in 1976 and 1977. "I was quite pleased with my performance," he says, eyeing the medallion which he rarely lets out of his sight. "It didn't really hit me what I had done until I got home and put the medal on the mantle. I realized I get to look at it for the rest of my life."

John's well-publicized protest and appeals case with Tiburon's Russ Silvestri, which eventually ended up in binding arbitration, had both negative and positive effects. It wasn't until four days before the first race that Bertrand knew for sure he was the Olympic representative. After the all-night arbitration hearing in Denver on July 26th, he flew to Los Angeles and hurriedly measured in his mast and sail. (The Finn hulls were supplied to the sailors). The unstayed mast and single sail are crucial determinates in Finn sailing, and John didn't think much about choosing a different combination. As it turned out, that rig proved acceptable for light to medium airs but he suffered in the heavier going, especially in the last two races. "If I had had a chance to tune up against the Europeans before the series," he says, "I would have realized that."

On the other hand, John didn't have a chance to develop a case of nerves before the first gun went off. He was too busy worrying about whether he would make the Olympics to think about anything else. Once out on the course, he figured he would have to be aggressive and go for any advantage he could get.

Unfortunately, he was a bit too aggressive in the first race. Immediately after the start he thought he could cross the whole fleet on port tack, but failed to sufficiently clear New Zealand's Russell Coutts. Bertrand went on to finish the race almost two minutes ahead of the second boat, but was disqualified for the infraction. Any doubts he had about his speed or ability were erased, but he knew he would have to be conservative after that.

He was, in fact, simply brilliant, winning two races out of the next five. "Up until the last couple of heats I thought of it as just another regatta," he says. "But when I had a good shot at the gold medal, I began to get pretty excited."

Bertrand led going into the finale, with a thin margin over Coutts and Canada's Terry Neilson. All three got poor starts, with Coutts and Neilson digging out first. John was looking at a bronze for most of the race, but managed to pull within two boats of Neilson, which is what he needed to take the silver. Coutts wound up with the gold.

"A silver medal is a good way to cap off my small boat career," says John, now 28, who went on the medal winners' tour of the U.S. after the Games were over. He and 70 other winners had breakfast with the President, received a ticker tape parade in New York and were mobbed by well-wishers in Washington, Florida and Texas. Other sailors on the trip included San Diego's Robbie Haines, who won the gold in Solings; Maryland's Scott Steele, a surprise silver medallist in the Windglider class; Southern California's Randy Smythe and Jay Glaser, who took silver in the Tornados; and Jonathan McKee of Seattle, gold medal skipper in the Flying Dutchman. McKee's crew was Carl Buchan, son of the gold medallist in the Star class, Seattle's Bill Buchan. Also taking a silver were New York's Steve Benjamin and his crew Chris Steinfeld in the 470 class.

After seven years of going for the gold, Bertrand says he now really enjoys racing. "I used to be pretty obsessed by it," he admits. He looks forward to getting more involved in IOR racing and serving as tactician for John Koliuss.

cont'd on next sightings page



LATITUDE 38/CHN

— cont'd

about a month to six weeks undergoing needed upkeep while the wood sale progresses.

Built in Holland in 1916 for the herring fishery, Edna is currently the workhorse of

cont'd center of next sightings page

bertrand — cont'd

on the *America II* 12 Meter, which will vie for the America's Cup in 1987. He also starts working in September for sailmaker Koliu, acting as a salesman for his West Coast lofts (one in San Francisco and one in Newport Beach). He doesn't count out the possibility of getting back in the Finns in 1988,



LATITUDE 38 SHIMON

John Bertrand gives an official Olympic salute. Note silver medal on the six-pack.

either. And to top it all off, he's going to get married in November.

Our congratulations to John and his family, as well as the Bay Area sailors who have competed with and against him over the years. His silver medal is tempered by their competitive fires.

missing boat recovered

The first two weeks of August were trying for David and Lynne Belles of Portland, Oregon. On July 31st, they discovered their Panda (formerly Baba) 40 *Free Spirit*, a cutter, was missing from its home at the Warrenton moorage on the Columbia River. The Belles bought the boat new three years ago and according to Lynne it was David's "baby" which he kept immaculately maintained. They were naturally quite upset and soon sent out posters offering a \$1,000 reward for information leading to the boat's recovery.

For two nerve-wracking weeks they waited. On August 15th they received a call from Dean Jacobsen, owner of the Islander Marina at Lopez Island, part of the San Juan Islands between Washington and Victoria, B.C. He reported there was a boat that looked a lot like *Free Spirit* there. After some discussion, all felt confident that it was indeed the missing yacht.

Jacobsen called the sheriff, who showed up with another officer. Not

cont'd on next sightings page

edna

Deep Water Ventures, Ltd., which is the brainchild of Californian Brad Ives. Two of the notions that led to the formation of the organization were to put sailing ships to work again, and to sell hardwood and other items directly to the public, thereby eliminating the middleman. Ives and his family and crew have been working *Edna* for about five years now, and business is looking up. The ship has a very good reputation.

"We've outscheduled anyone we work with," says Risser. "We arrive on time and we pay on time."

The West Coast was chosen as a destination for several reasons. "The captain is American, the general atmosphere is American (although the crew includes two Dutchmen, a West German and a South African), and we like to do business in American dollars when we can." As to the Bay Area in particular: "The atmosphere is better in San Francisco," says Risser. "And it's kind of a homecoming. The captain's wife was born in Richmond."

There was concern at one point in the trip that the ship might not make any port. The incident occurred after *Edna* was blown about 300 miles off the shipping lanes in the South China Sea. Off Vietnam, three small "fish-

the names

What's in a name? Plenty of letters for one thing, especially if you're talking about our search for the longest and shortest boat names. That's letters as in "a, b, c", not as in the things that go through the mail. We didn't get too many of those, all things considered, probably because no one figured they could beat *Flagship of the Ukrainian Navy*. That's the boat that gave George Danyla of Elay the idea for the contest in the first place, and earned him a *Latitude 38* Roving Reporter t-shirt.

But, by George, we did receive a few names that outmouthfulled *Flagship's* 26-letter moniker. We ended up with four categories and five winners. (Two boats tied for the shortest name.) The three categories for longest name were: longest one-word name, greatest number of words, and most total letters.

Winners of the shortest name category are John Geyer of Belmont and Kenneth A. Ziskin of Southern California. John sent in *T*, which is the name of a 55-ft Alden center-board yawl that happens to be the sistership to his *Barrasque*. Back in 1974, Ken Ziskin's

— cont'd

ing" vessels appeared and attempted to surround the big ship. Although all *Edna's* 11 sails were up and drawing, to be on the safe side, those on board decided to start the big diesel and fire some warning shots over their pursuer's heads. The warning was answered by a report of a "big cannon," as one crewman described it.

Fortunately, whoever was doing the shooting was not a very good shot, for *Edna* was not hit. And with the combination of sails and engine, she soon left the pirates astern.

No one's quite sure what the next stop is for the big schooner. "We'd like to get a cargo together," says Risser, "and we'd be interested in any offers." Interested parties may call (415) 232-7399.

For now, however, the two main items on the agenda are to sell the load of wood and ready the ship for its next voyage. As we go to press, Risser reports that about half the cargo has been sold, so don't waste any time if you're in the market for hardwood. The prices are competitive, the crew (dog included) friendly and the *Edna* is really something to see. Sanford Wood Marina is located at 530 West Cutting Boulevard in Richmond.

game

Ericson 29, Z, "filled a few shelves with pewter and silver before we finally sold her."

Hindsight being what it is, we thought that maybe it would have been a good idea to limit the contest to local, or at least existing, boats, but doing so would have denied us the international array of tongue twisters that arrived. Take Rich Tate's entry, for example. The *Nuestra Senora de la Concepcion* "was a Spanish galleon that ran aground off the Florida Keys a couple of hundred years ago." Nice try, Rich.

The only local boat in any of our categories is the Nicholson 31, *Zubenelgenubi*, which our own general manager Karen Bengtsson spied the longest single word name winner at the Berkeley Marina. Karen already has a t-shirt so maybe we'll all chip in and wash her MG some afternoon.

The hands-down winner of the most words in one name, weighing in at ten words and 37 letters is *The Opera Is Not Over Until The Fat Lady Sings*. Del Locke of Pinole submitted that gem. He says it belongs to a J/24 out of Dallas. (It must be painted on

cont'd center of next sightings page

missing boat — cont'd

wanting to scare the boat's occupant, the two law officers hid under a tarp on a whaler which Jacobsen drove, acting like he was checking his crab pots. When they got close to the *Free Spirit*, he cut the engine and they drifted alongside. The officers jumped out and boarded the boat, taking the man on-board, Larry Cox, by surprise as he was eating dinner. He was arrested and is now being held in lieu of \$25,000 bail. Cox pleaded not guilty at his arraignment on August 20th.

What happened to the boat from the time it disappeared in Oregon until it was discovered in Washington remains a mystery. Lynne Belles says they stumbled across an interesting version of the story when they were bringing *Free Spirit* back to Portland. While dinking ashore at Friday Harbor, the main port in the San Juan area, the occupants on a nearby boat asked them if they knew Larry Cox. David and Lynne said indeed they did and wanted to know why they were asking.

The interrogators turned out to be Ron and Margo Collins and according to Lynne, this is their recounting of what happened before and after the *Free Spirit* disappeared. The Collins' are also from the Portland area and they moored their Cascade 29 in Hayden Bay, which is east of Warrenton on the Columbia River. They knew Cox because he owned another Cascade 29. Recently, however, Cox's boat had been repossessed and Lynne says the Collinses recall that Cox was insistent that he was going to get a new boat.

Cox reportedly helped Ron and Margo sail their boat from Hayden Bay to the San Juans in July. One of their stop-over points on the way out the Columbia River to the Pacific was Warrenton Harbor, and Lynne speculates that Cox could have seen *Free Spirit* at that point.

After arriving in the San Juans, Cox allegedly returned to Portland by bus, stole the boat and retraced the route he had just sailed with the Collinses. He contacted them by radio and the couple were at first surprised, then suspicious, about his new yacht. They evidently doubted his story that he had received an inheritance of \$89,000, with which he paid for the boat. The Collinses, according to Lynne, disassociated themselves with Cox, who pulled up anchor and headed off to nearby Lopez Island.

Ron Tvrdy, an officer with the Friday Harbor Police, says he believes Cox had arranged for a charter on the *Free Spirit* at the time of his arrest. The Belles heard he was planning to head north after Labor Day and "live off the land", a prospect they shudder to imagine. "It's a miracle we found the boat when we did," says Lynne, who adds that *Free Spirit* didn't suffer any apparent damage during the time it was missing.

china camp cleat cruise

Over 25 boats found their way to the third annual China Camp Cleat Cruise on August 4th and 5th. After rafting up to Rick Cogswell's *Explorer*



for an evening of music and food, the group moved ashore to the China Camp beach to make t-shirts and ice cream, and do some more eating. By

cleat cruise - cont'd

noon it was time to get down to business and draw the winning name out of a hat. Duane Stapel and Annette Lawrence were presented with the coveted cleat prize and the honor of organizing next year's cruise. "I wonder if my getting here late had anything to do with it?" Duane wondered afterwards.

hurry, hurry, hurry

Time to sign up for the Mexico Only Crew List is fast slipping away — heck, the deadline is September 14th!

This special crew list is for folks who either want to go to Mexico but don't have a boat. Or, for folks who have a boat but need crew to go to Mexico with them.

It costs just \$5 to advertise in this Crew List, which will be published in the October issue of *Latitude 38* and distributed at *Latitude 38*'s Cruising Kick-Off Party at the Sausalito Cruising Club on September 27. (See *Changes in Latitudes* 'Cruising Notes' for complete information on that).

As we always say with all of our Crew Lists, don't advertise unless you are willing to take full responsibility for advertising — or responding to — an ad. Sailing anywhere has some inherent dangers, we can't vouch for any of the people or boats involved, and of course there is some risk in putting your name out in public. So participate in this special advertising segment only if you are willing to accept full responsibility for all inherent or unexpected risks.

If you do decide to go for it, remember the deadline for returning the proper form to *Latitude 38* is September 14! Mail forms to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966.

name game —

the side . . .) Del adds that "I am probably one of the few readers of your mag who does live on latitude 38°00'00". Some guys will say anything to get a t-shirt.

Finally, the absolutely longest name in terms of letter count, is *Tambourines and Elephants Were Playing In The Band*. This 43-letter treatise, taken from the lines of a song by Creedence Clearwater Revival, belongs to a Thistle that Harry Allen of Mill Valley came upon in the May, 1982, issue of *Yacht Racing/Cruising*. Painted on the side of the boat, this name runs from the transom all the way past the shrouds.

Thanks and congratulations to all entrants. Your t-shirts are on their way.

californian

The latest word is that the *Californian*, the state's first ambassadorial ship, is scheduled to enter the Golden Gate at 1000 hours on Wednesday, September 5. Bay area boaters are expected to give the replica of the San Francisco-based revenue cutter *Lawrence*, which patrolled the coast in the 1840s, a rousing welcome.

Scheduled to be in Northern California for the entire month of September, the *Californian*'s current schedule calls for stops in Sacramento, San Francisco, Oakland, Sausalito, Vallejo, Half Moon Bay and Monterey. Included in most stops will be public open houses.

The only "maybe" on the following schedule concerns the mid-month Sacramento dates. Reduced release of water from mountain lakes has resulted in accessibility problems for the 9½-foot deep schooner, and unless something happens to increase the water depth over the sand bar (currently 7½ feet) on the east end of the ship canal locks, all valley and Sacramento receptions may have to take place at Rio Vista.

September 5: Arrival San Francisco. Enter Golden Gate at 1000 hours.

September 6-7: Docking San Francisco (location to be announced). Clean up, dress ship, charters.

September 8: Open (crew's shore leave)

September 9-11: Berthed at St. Francis Yacht Club for open house (except the late afternoon of the 10th).

September 12: Enroute Sacramento.

September 13-16: Berthed at city docks in "old town" Sacramento for open house.

September 17: Official maiden voyage begins from Sacramento. Enroute back to Bay via Vallejo.

I WANT TO CREW IN MEXICO

NAME: _____ SEX: _____
 AGE: _____
 PHONE/ADDRESS: _____

_____ 1. For the trip down.
 _____ 2. Gunkholing near towns.
 _____ 3. Gunkholing in the boonies.
 _____ 4. For the passage across Gulf.
 _____ 5. For a Mexico race.
 _____ 6. For the Sea of Cortez Race Week.
 _____ 7. For the return trip back to the States.
 _____ 8. Other: _____

MY EXPERIENCE IS:
 _____ 1. None.
 _____ 2. Bay.
 _____ 3. Long coastal.
 _____ 4. Long ocean passage.
 _____ 5. Foreign cruising.
 _____ 6. Other: _____

I CAN OFFER:
 _____ 1. Skilled sailing and navigation skills.
 _____ 2. Mechanical skills.
 _____ 3. Cooking and cleaning skills.
 _____ 4. Cash to help with expenses.
 _____ 5. Female (a) / Male (b) companionship on the cruise.

cont'd



Runner-up in the shortest name game.

here it comes

September 18: Reception and open house in Vallejo, hosted by Vallejo Yacht Club, the City of Vallejo, the Chamber of Commerce and the California Maritime Academy.

September 19: Enroute to Bay.

September 20-21: Berthed Sausalito (location to be announced) for receptions and open house hosted by Sausalito Yacht Club and U.S. Corp of Engineers.

September 22: Open for charter. Berthage to be announced.

September 23-24: Berthed San Francisco (St. Francis YC) and open for charter.

September 25: Bay area sail for charter members and VIPs.

September 26-27: Berthed at Jack London Square, Oakland Estuary. Receptions and open house hosted by city of Oakland, Port of Oakland and Metropolitan Yacht Club.

September 28: Open for charter.

September 29: Depart Bay enroute for Half Moon Bay.

September 30: Reception and open house, Half Moon Bay.

September 31: Enroute to Monterey and points south.

All proceeds from receptions, charters and open house events go toward developing the Cadet Scholarship Program, which will be the main activity of the *Californian*.

For specific times and locations, keep an eye and ear on local media. For more information on charters and dockside receptions, contact volunteer representatives Phil Graf at (707) 823-9050 or Ward Cleveland at (415) 283-2249. For the full story on the *Californian* Project, see the May issue of *Latitude 38*.

I NEED CREW IN MEXICO

NAME: _____ SEX: _____
AGE: _____ PHONE/ADDRESS: _____ BOAT TYPE: _____

- ____ 1. For the trip down.
- ____ 2. Gunkholing near towns.
- ____ 3. Gunkholing in the boonies.
- ____ 4. For the passage across Gulf.
- ____ 5. For a Mexico race.
- ____ 6. For the Sea of Cortez Race Week.
- ____ 7. For the return trip back to the States.
- ____ 8. Other: _____

MY EXPERIENCE IS:

- ____ 1. Bay.
- ____ 2. Long coastal.
- ____ 3. Long ocean passage.
- ____ 4. Foreign cruising.
- ____ 5. Other: _____

I AM LOOKING FOR:

- ____ 1. Skilled sailing and navigational skills.
- ____ 2. Mechanical skills.
- ____ 3. Cooking and cleaning skills.
- ____ 4. Female (a) / Male (b) companionship on the cruise.
- ____ 5. Someone to share expenses/charter my boat.
- ____ 6. Someone to help bring the boat back.

offshore cruising seminar

For cruisers planning to head offshore this fall and winter, September 22 and 23 will be the last chance of the year to take the Offshore Cruising Seminar by John Neal and Sue Frederickson, RN, of Mahina Cruising Services. (John and Sue are also the authors of *Latitude 38's* Milk Run Series, which will return next month with a feature on Tubuai).

Also contributing to the seminar will be Carol Hasse, co-owner of Port Townsend Sails, an experienced cruising sailor and maker of cruising sails.

The seminar, which lasts from 8:30 to 5:30 each day, will be held at the Tiburon Lodge in Tiburon. For folks who like to sail over, you can anchor off Tiburon and walk to the Lodge. For those driving longer distances, there are rooms available.

For complete information on the popular and detailed Offshore Cruising Seminar, write Mahina Cruising Services, P.O. Box 800, Friday Harbor, Washington 98250. Or call (206) 378-2393.

safe boating courses

What are the markings, shape and light-flashing sequences for mid-channel markers? What lights does a tug with a tow show at night? Which is the burdoned vessel in an overtaking situation and how does it signal its intentions? If you don't know the answers to one or more of these questions, it might be time to take a refresher course in boating and seamanship skills from either the U.S. Coast Guard Auxiliary or the U.S. Power Squadron.

Statistics show that a lack of formal education in safe boating practices con-

boating courses — cont'd

tributes significantly to the number of accidents afloat. We'd go so far as to say one of these 13-week courses is mandatory for those new to boating. They can also teach an old salt a thing or two, and are an excellent way to show a mate that there isn't as much mystery to boating as he/she has been led to believe. Some insurance companies even give a discount to those who have successfully completed one of these courses. Both the USPS and Coast Guard Auxiliary classes, which generally run one evening per week, are free save for a small text and materials fee. Check the following dates for a location near you.

Sept.	Sponsor	Location	Contact	Phone
4	USPS	Lynn Edwards Corp., Sacramento	Frank Quadro	916/487-4455
5	USPS	Stockton Blind Center	Joseph Cooke	209/952-4470
5	CG Aux.	Northgate H.S., Walnut Creek	Judy Jentzen	415/829-7365
6	USPS	Valley H.S., Sacramento	Richard Paine	916/922-1792
10	USPS	Fairfield H.S.	Carl Anderson	707/425-5852
11	USPS	Alhambra H.S., Martinez	Jim Neill	415/829-0919
11	CG Aux.	Coast Guard Support Station Government Island	Les Klimble, or Helen Loudon	415/483-2081 415/530-4457
11	USPS	Homestead Savings & Loan, S.F.	Jim Short	415/431-1428
11	CG Aux.	Mt. View Senior Center	Gene Brister	415/961-5324
11	USPS	Ridgeview Jr. H.S., Napa	Paul Smiley	707/255-8382
11	CG Aux.	Sunnyvale Jr. H.S.	Al Cooper	415/744-0949
12	USPS	Vallejo Jr. H.S.	John Sparks	707/642-9593
13	CG Aux.	Abbott School, San Mateo	Andrew Abbott	415/341-6272
13	USPS	Las Lomas H.S., Walnut Creek	Jim Neill	415/829-0919
13	USPS	Santa Rosa Jr. H.S.	John Mayhue	707/546-8879
13	CG Aux.	Martin School, S.F.	James Rowland	415/588-2954
13	CG Aux.	Southside Comm. Ctr., San Jose	Vince Vargas	408/264-8442
18	USPS	Redwood H.S., Larkspur	Jim Carey	415/454-2956
18	USPS	San Francisco Y.C., Tiburon	Jim Carey	415/454-2956
19	USPS	Marin Academy, San Rafael	Jim Carey	415/454-2956
19	USPS	San Leandro H.S.	John Canty	415/483-0263
20	USPS	Novato H.S.	Jim Carey	415/454-2956
20	USPS	Piedmont H.S., Oakland	Cedric Petersen, Jr	415/655-2454
25	USPS	Wilcox H.S., San Jose	John Horning	415/967-4449

bora bora

The Bora Bora Yacht Club has reopened as of July 4. The new owners, Noel and Debbie Levaton, are energetically greeting visiting yachts in any one of six languages.

The Bora Bora YC, a commercial venture that includes a restaurant, bar, boat rentals, and bungalows, is situated three kilometers from the village of Vaitape, opposite the pass through that island's reef.

Alex and Michelle DuPrel founded the club in 1978 and operated it successfully. In fact it was beginning to become famous as a "must stop" for yachts visiting French Polynesia. As reported in *Latitude 38*, the club closed in 1982 when the DuPrel's went their separate ways.

Noel Levaton, a Frenchman born in Mauritius, says, "We want the word out that we are going strong again." He and his Kenya-born, British wife, Debbie, are running the club "in precisely the same friendly spirit" of the original owners.

Both Noel and Debbie have had many years experience in the tourist business. They worked worldwide as tour guides for U.S. companies before coming to Bora Bora. Debbie says, "We fell in love with Bora Bora years ago and vowed we'd someday live here. We've finally made it."

The Levatons are sailors themselves, having cruised extensively around the Mediterranean. They hope to provide a reception for yachts at the Bora Bora YC similar to what they encountered in the Mediterranean areas — especially in the Greek islands. "There are places we have sailed where we were made very welcome, where we had a feeling of being very relaxed, very easy. We want to make our place like that."

The couple tries to personally meet each yachtie crew that arrives at the



BOB JENSEN

don't go potty

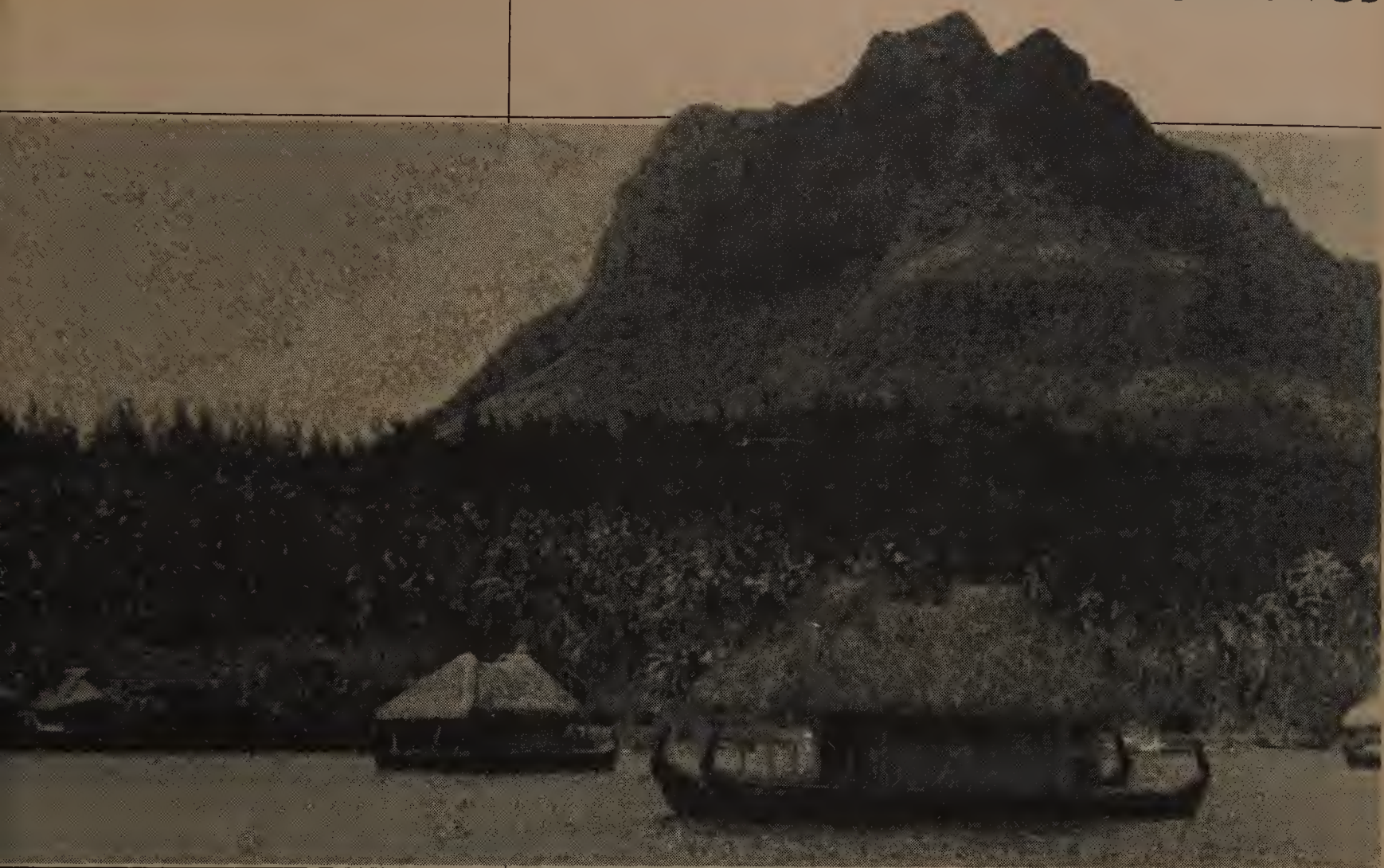
In recent months we've been warning folks in the business of importing contraband that the U.S. Coast Guard can and will board boats far away from U.S. territorial waters. Want proof?

Back in late July 39-year-old David Todhunter of San Francisco was arrested on *Haja*, his 28-ft sloop, by Coast Guard officers from the 210-ft cutter *Confidence*. *Haja* at the time, was 120 nautical miles southwest of Mazatlan. That's a long way from the States.

Officers picked up a "green substance" that had been lying in open sight, and kept the small sloop in sight when they went back

sausalito historic

Artzone, a Sausalito organization dedicated to preserving a working and diverse waterfront, seeks information on historic boats berthed in the Sausalito/Richardson Bay area. They are collecting pertinent information, photos, anecdotes and other facts reflecting the quantity and variety of boats built



Another Bora-ing day in Paradise.

on the pacific

aboard the *Confidence* to test and see if it was pot. It tested positive, and eventually 30 more pounds of it were found on the boat. *Haja* was towed to San Diego where Todhunter was turned over to the U.S. Marshall for parole violations. His 13-year-old son, who had been with him, was put in custody of grandparents.

We'll say it one last time: if you're anywhere outside of the territorial waters of a foreign country — or if that country has an agreement with the U.S. — the Coast Guard will stop and board you. If they find you with pot or coke, they will arrest you.

boat survey

prior to 1950 and now residing in Richardson Bay (up to the Richardson Bay Bridge). The survey will be compiled into a paperback booklet to be published by *Artzone* this fall. For more information, contact *Artzone*, Box 770, Waldo Point, Sausalito 94965, or call 331-0770.

bora bora - cont'd

club's dinghy dock, which juts out from the north shore of the protected bay.

The Bora Bora YC provides water, laundry service, showers, trash disposal, and food and drinks at prices the Levatons hope will suit the cruiser's budget. There are currently half a dozen moorings available, and more are planned. Soon shuttle bus service will connect the club with town.

The Bora Bora YC swaps burgees, seeks entries into its official visitor's log, and invites artistic crew members to do a rendering of their vessels on the club wall reserved for that purpose.

The most interesting furnishing in the recently refurbished club is the bar, a handsome piece of furniture trimmed in dark varnished mahogany. Like all good bars there's a story behind it. Ralph Larrabee's huge 161-ft schooner *Goodwill* stopped in Bora Bora many years ago while work was done on her topsides. The hardwood left behind when she departed was eventually transformed into the Bora Bora YC bar, which is now officially known as the *Goodwill* Bar. The bar has done better over the years than her namesake, which was lost on the Sacramento Reef off Baja California.

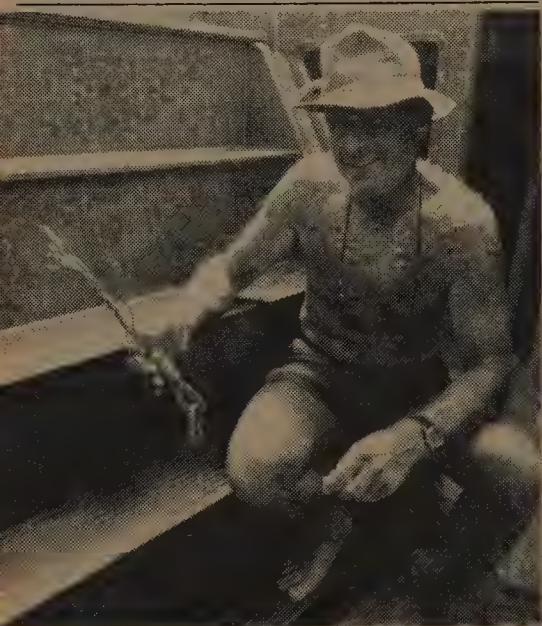
By the end of July the Bora Bora YC's business seemed as good as ever as the word spread that they were again welcoming yachties. Vessels whose crews speak many different languages are already arriving from far and wide. Fortunately, the Levaton's are already fluent in English, French, Spanish, Greek, Italian, and in Debbie's native Swahili, which she has already had occasion to use twice. They are working on Tahitian now.

Currently the Bora Bora YC's new owners find themselves working long hours every day to accommodate their guests and to build new business. But they say that's fine; "We're where we want to be and doing what we want to do. We're on the water, around yachts and their crews — and we're in Bora Bora."

— jamie bryson

PAN AM

They came to Hawaii from all over the world. Victor Forss brought his Frers 51, *Carat*, from Sweden. Alessandro Pirera brought *Orlanda*, a new Farr 58, from Italy. Denis O'Neil's *Bondi Tram* led a ten-boat contingent from Australia. *Sundance* and Ex-



Commodore Tompkins with one of 'Boomerang's' snapped 7/16" wire jib sheets.

ador, a pair of Farr 40's, headed another ten-boat group, this one from New Zealand. Single boats came from Canada and Bermuda. *Bimblegumbie*, a Dubois 40 belonging to Keith Jacobs, spearheaded a trio from Hong Kong. *Zero*, another Frers 51, was the largest of the ten-boat Japanese team. Twenty-nine U.S. entries came, most of them from the mainland.

They all came so far to sail in the best grand prix ocean racing series in the world, the Pan American Airlines Clipper Cup. Spanning the first three weeks in August, the Clipper Cup consists of three 27-mile triangle races off Honolulu, a 150-mile middle distance race to Maui and back, and the 775-mile long distance grand finale, the Around the State Race.

The Pan Am Clipper Cup is not the only such series in the world. Each year there is the Hitachi Southern Cross Series in Australia, the SORC in Florida and Nassau, and the Sardinia Cup in Sardinia. On odd-numbered years there is also the Admiral's Cup in England. As prestigious as these other competitions are, none compares with the Pan Am Clipper Cup as a fair test of sailing skill — the diciness of the Around the State Race notwithstanding. As a completely separate attraction, the Clipper Cup also offers tropical air and water temperatures, and basks in the gracious aloha spirit of the Islands.

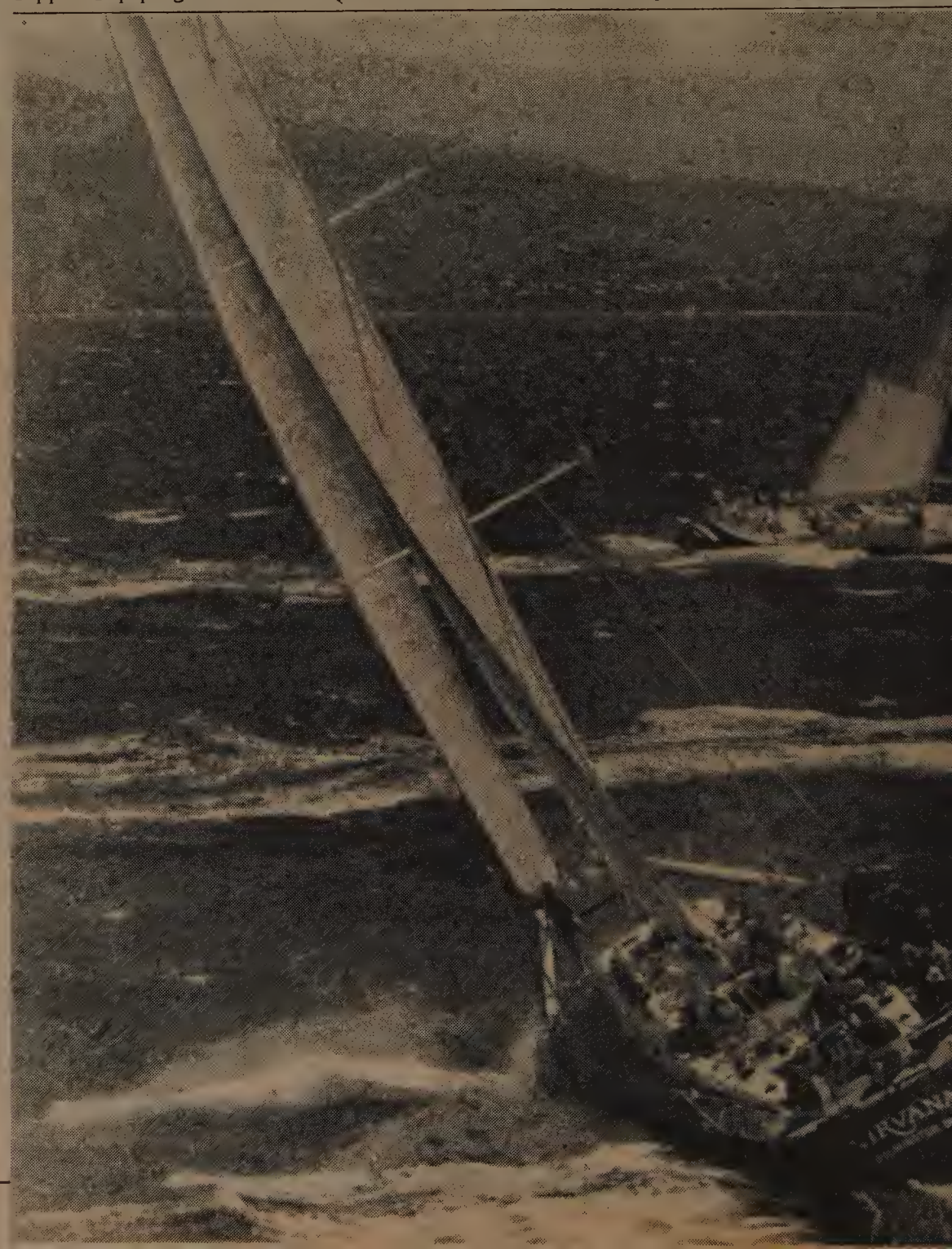
ALL PHOTOS BY LATITUDE 38/RICHARD

True to the vagaries of ocean racing, no matter if a boat came from halfway around the world, there was no guarantee it would be able to race. The day before the first race, for example, Southern California's *Brooke Ann* snapped her rudder. After coming all the way from New Zealand, the Holland 43 *Spinner* dropped her rig on the way to the starting line. *Black Sheep*, a 51-footer also from New Zealand, dropped her rig after just two legs. "That's ocean racing," conceded a resigned crewmember of *Black Sheep* as he sorted the rig out back at the Ala Wai Marine yard. Indicative of the thoroughness of the Clipper Cup programs that individual boat-

owners now put together each one of these boats made it back into competition.

This year's was the fourth running of the Clipper Cup, which is held on even-number years only. The number of entries, 64, was down from the 80 two years ago. Nonetheless, the quality of competition and the international make-up of the fleet was unsurpassed. The boats ranged in size from the 36-ft *Country Boy* to the 82-ft maxi *Sorcery*.

Ostensibly the Pan Am Clipper Cup — like most of the other major grand prix events — is competition among three boat



CLIPPER CUP

national teams. Be this as it may, the greatest attention is given to individual boats, which because of the variables in both handicapping and the weather, can only be fairly evaluated within their own classes.

Of the five classes at the Clipper Cup, the Class A maxis were naturally the glamour boats. Seven in all, the class was an interesting mixture of new and old boats. The newest were George Coumantaros's Frers 81, *Boomerang*, from New York; and Jake Wood's Mull 82, *Sorcery*, from Southern

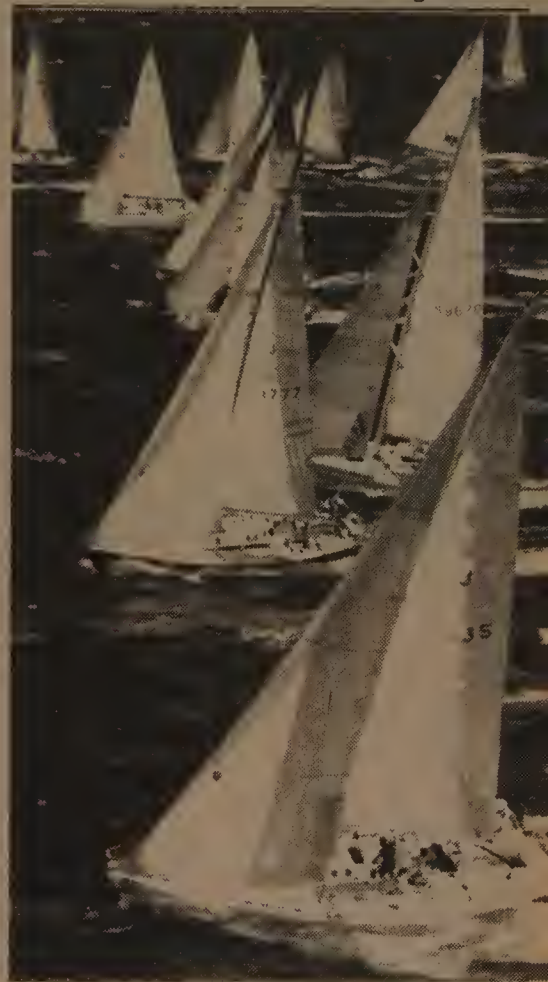
Six million dollars on the move: 'Boomerang' followed by 'Condor' and 'Nirvana'.

California. Slightly older was Marvin Green's Pedrick 81, *Nirvana*, another boat from the east coast; and Hal Day's Newport-based Farr 68, *Winterhawk*, which had raced around the world for New Zealand as *Ceramco*. In addition there were a couple of veteran Holland 81's; Jim Kilroy's *Kialoa* from Los Angeles, and Bob Bell's *Condor* from Bermuda. Oldest in the fleet was German Frer's first maxi design, *Ragamuffin*, a 79-footer that had started life in 1976 slightly shorter and with the name *Bumblebee*. *Rags* is owned by Syd Fischer, an Australian who had won individual honors at the Clipper Cup in 1980 with a 43-footer also named

Ragamuffin.

After the first two triangle races it was fairly clear that the new boats, *Boomerang* and *Sorcery*, were the class of the maxis. Whether they would be able to capitalize on their inherent advantage seemed to be an entirely different question. In the first race *Boomerang* immediately put herself in a hole by being over early. Then with true winds a constant 28 knots, the 16,000 pound loads on the headsails twice proved too great, shredding sails and costing her valuable time. She finished fourth. Thus aided, the Ed Lorence-skippered *Sorcery* waltzed home in first.

In the second race *Boomerang* demon-



Class E start.

strated her superiority over *Sorcery* to weather, and led by several minutes with just a few hundred yards to the finish. But again the winds were nearly 30 knots true, and again her small kevlar headsail pulled apart. Except for a communication problem in the cockpit — which resulted in her crossing the finish on the outside of a buoy — *Boomerang* still would have won. Forced to amend her blunder, however, *Boomerang* lost out

to *Sorcery* by a margin of 17 seconds.

"God must be with us," *Sorcery*'s designer, Gary Mull, told the press. If He was, He didn't stay for long. After the protest hearings, *Sorcery* found herself docked three places when it was found that her 5,000 sq. ft. spinnaker had ripped in the process of scraping the masthead gear off Laurie Timpson's relatively tiny Richmond-



The size of the spinnaker pole indicates this was no 1/24 regatta.

based Frers 40, *Flasher*, during a 15-knot spinnaker run. *Sorcery*'s penalty was probably assessed as much for scaring the hell out of what was now being called *Slasher*'s crew, as for the minor contact.

While still a point behind *Sorcery* after two races, the afterguard on *Boomerang* — which included designer German Frers, skipper Jeff Neuberth, and downwind driver Commodore Tompkins of Mill Valley — felt confident that they had the right stuff to take the class. And having made some changes — including adding sail area and reducing weight, especially in the ends — after a successful debut in this spring's SORC, they were right.

In the double-counting 150-mile Molokai Race they aggressively outmaneuvered the excellent crew on *Sorcery* and pulled well ahead on what is the boat's strong point of sail, going to weather in a breeze. After rounding the mark at Maui, *Boomerang* held her own on the long spinnaker run — her

weakest point — to win by a comfortable eight minutes in class and correct out first in the 64-boat fleet. *Kialoa* finished next, but an overlapped *Sorcery* corrected out second.

In the third and final triangle race — this one with only 18 to 20 knots of true wind —



Hometown favorite, 'Libalia Flash' dropped her mast in the second race.

Boomerang again made the hat trick: first to finish, first in class, and first in fleet. Having built up a head of steam that disheartened her competitors, the big navy blue sloop concluded the series by smashing the triple-counting Around the State Race elapsed time record, finishing in 3 days, 22 hours, 34 minutes, and 55 seconds. In the process she took class honors for the third straight race, winning Class A for the series by a wide margin.

In addition, *Boomerang*'s fleet record of 7-5-1-1-10, was enough for top individual honors in Clipper Cup. How unfortunate that the boat's owner was in Greece on business and missed the series.

Finishing second in the Around the State Race was the boat that had held the previous elapsed time record, *Kialoa*. Her finish was just the margin she needed to nip *Sorcery* for second in Class A for the series.

And with the faltering and destruction of some small boats, *Kialoa* also snuck in to take second overall for the series. Always superbly organized and well sailed — *Kialoa* had quickly picked up an overboard crewmember just before the start of the second triangle to save her chances — Jim Kilroy got the very most out of his boat, which certainly was not the second fastest nor as weatherly as the newer boats. A man who does not enjoy losing and is also the father of the loose-knit globe-girdling maxi campaign, Kilroy was observed taking *Boomerang*'s designer, German Frers, off to the corner of the Waikiki YC lawn for an earnest discussion. A *Kialoa V* in the works?

Sorcery, which faded poorly in the last two races, is a better boat and had a better crew than she showed. She's a strong all-around performer. *Nirvana*, a little off the pace in all the races, finished fourth for the series. After the St. Francis Big Boat Series in early October, she'll retire to her original intended purpose, cruising. *Condor*, without owner Bob Bell, without Ted Turner who had been expected to charter the boat, with-



CLIPPER CUP

out the former head BMW, and especially without the \$60,000 order of new sails that had been cancelled, was fifth. She had a lot of trouble keeping her No. 3 — a critical sail in this windy series — in one piece. *Ragamuffin*, a vintage maxi, finished sixth. She needs a new keel and mast if she's to have a chance to be competitive. *Winterhawk*, built for the tortuous Around the World Race, was seventh, undercanvassed and somewhat smaller than the other maxis. She did however have the most spectacular graphic; a flowing white hawk painted against dark bottom paint — you could only see it when the boat was heeled over!

Most of the above maxi's are headed for San Francisco, and we suggest that everyone take a look at them while they're docked at the St. Francis YC. Everything on them is oversized! The genoa blocks have as much diameter as basketballs. The jib sheets

'Bondi Tram' — unbeatable in Class D.



are 7/16th inch — wire. These are good for just one series — if they make it that long, and many don't. *Boomerang* has some interesting hydraulics. For example the reaching strut is hydraulically operated. If you can believe it, there is a coffee grinder on the

'Sidewinder' chasing 'Bravura' on a brisk spinnaker run.

boat to pump the hydraulics! Chutes on these boats weigh 200 pounds, the No. 2 genoa goes at about 300. The gear is big, the loads are enormous. People can and do get hurt. A crewmember on *Sorcery* failed to check the spinnaker pole connection to the mast; it dropped on his head and required 32 stitches and a berth in the hospital.

The effort required to keep these boats in shape is as awesome as anything on them. *Kialoa* reportedly has a full time six-man crew. And with good reason. As Gary Mull noted, "You have to be very, very, very careful in the design, engineering and construction of these boats. Then you have to service, service, service, service, service, service them!"

What kind of spectacular accommodations do these boats have? *Sorcery* is virtually nothing but aluminum frames and pipe berths. *Boomerang*, which has wood veneer to cover the bare hull, is among the more luxurious. These boats are all-out racing machines, and they do fly. On her delivery trip from Bermuda to Hawaii, *Boomerang* reportedly averaged almost ten knots for the passage.

Class B, in a sense, was one of the two great misfortunes at the Clipper Cup. After the last race, crewmembers from Austin Speed's New York-based *The Shadow* came over to the crewmembers of *Checkmate* and *Tomahawk* to express condolences. "We



PAN AM



Peterson 55 owned by Monte Livingston of Marina del Rey, was sailed in the last Clipper Cup as *Bullfrog* by the late Dave Fenix of Belvedere. *Tomahawk*, a Frers 51 now owned by John Arens of Newport Beach, was previously *Margaret Rintoul III* and owned by Stan Edwards of Australia. In the extremely heavy winds of two years ago, the two big boats staged a celebrated battle for class and fleet honors.

Back at the Clipper Cup this year under their new owners, the two boats started right where they had left off last time. Monte Livingston's big green machine took first in class in the first two triangle races, second in the Molokai Race, and first again in the final triangle race.

After winning the first two races, owner Livingston laughingly told her old sailing

can't believe we won," they said. "We're sorry."

Resigned to the fact that fate had dealt them both a queen of spades in the triple-counting Around the State Race, and that *The Shadow* had won the series fair and square under the rules of the Clipper Cup, the crews of *Tomahawk* and *Checkmate* consoled themselves by mockingly repeating the phrase, "You've got to love it." In fact from then on all mention of misfortune and misery at the Clipper Cup was invariably chorused with a "you've got to love it".

Checkmate and *Tomahawk*'s misfortune in Class B point out perhaps the single flaw in the Pan Am Clipper Cup jewel — unfortunately it's a significant one. The flaw is the fact that the Around the State Race can be a crapshoot — unlike the other four races that are excellent tests of skill. It wouldn't be quite so bad except that the race counts triple. The last word we had was that "Hate the State Race" t-shirts were in production.

What makes the 775-mile Around the State Race a crapshoot is that there are three distinct wind holes: one east of Niihau, another east of the Big Island, and a third one just off Hilo, also on the Big Island. Even the best of boats can get caught in one of these wind holes for between 12 to 36 hours, and be forced to watch as scores of nearby boats in slightly different wind patterns slip by. Basically that's what happened to *Tomahawk* and *Checkmate*.

What made the whole situation even more disappointing is that *Checkmate* and *Tomahawk* aren't just any two boats. The two had staged a furious battle for class and fleet honors in the last Clipper Cup under previous names and owners. *Checkmate*, a

Above, 'Boomerang', overall and Class A winner. Below, 'Sidewinder', tops in Class C.



master, "I think the boat is queer." What he meant was that the boat would be going really well, and then with just a minor adjustment it would really charge off at a ferocious pace. Indicative of how well she was going, *Checkmate's* finishes in the 64-boat fleet for the first four races were as follows: 1-1-7-1. Spectacular!

And *Tomahawk* — with Dennis Durgan the main helmsman — was right on *Checkmate's* heels. She'd arrived in Honolulu all ready to go, and rating better than ever, the latter thanks to some work done by Northern Californian Carl Schumacher. After altering the main, adding ballast, and eliminating a double costly spinnaker luff penalty, *Tomahawk* was down .6 foot. The rating work and the constant preparation and servicing — four crewmembers worked on the boat until dusk each day — paid off.

Tomahawk was second to *Checkmate* in



Two rigs came down the very first day.



Anaphalactic shock or 'Eddie Murphy-itis'?



class for the first two triangles, won the Molokai Race, and was third in the last triangle. Her fleet finishes were as follows: 2-3-5-4. Thus going into the Around the State Race, *Checkmate* led *Tomahawk* by just a single point in class.

In the overall standings, *Checkmate* was second in fleet just three points behind *Boomerang*, while *Tomahawk* was just three more points back. Both were poised for big moves in the last race with great possibilities for winning individual honors in the Clipper Cup.

Naturally there were other boats in Class B. *The Shadow*, which eventually won, had finishes of 4-4-4-6. That was good, but clearly off the top pace. Italy's *Orlanda* did well in the first two triangles, but later faded.

Larry Harvey's *Brooke Ann* was a major disappointment in the series, and early on earned the nickname "Break Ann". The day before the first race the boat's thin carbon fiber rudder shaft snapped. After working all night to put in a stainless shaft, the crew labored feverishly in the morning to install it. Miraculously only several minutes late to the starting line, it nonetheless cost them dearly in that race. The next day they broached, broke a spinnaker pole and ran over the chute. It was one problem after another, culminated by spending almost a record time in the South Point hole. Even when she stayed together, *Brooke Ann* just wasn't that fast. Some feel that the thin rudder and keel on the Nelson/Marek design are great for the calm waters of Southern California, but

are just too fine for the heavy seas off Hawaii.

The critical Around the State Race in Class B began as everyone might have expected. The higher rating *Shadow* held a slight lead, with *Checkmate* and *Tomahawk* close behind. *The Shadow*, a Soverel 55, then wasn't a major concern as she was well back in points. She did work her way out of the Niihau hole first, *Checkmate* was second, while *Tomahawk* got left some 25 miles in the dust.

Everybody knows there's a big wind hole behind the Big Island. Those who have done the race before have experienced it, and those who flew the course by airplane the day before — which about 25 percent of the fleet did — could plainly see it. Developing a strategy to get by the wind hole was crucial.

On *Checkmate* the decision was made to sail a little bit above the rhumb line, which would put them onshore a few miles above the most leeward outcropping of land, South Point. After close reaching down in lumpy seas for hours on end on port tack, the wind shifted dramatically. They continued on the same course, but were suddenly on starboard tack. Some consideration was given to broad reaching directly for shore instead of maintaining a rhumb line course, but it wasn't acted upon. Some 20 miles from the island the wind shut down completely and there *Checkmate* would sit for some 14 hours, her crew alternately swimming and

cursing.

When the wind first died, *Checkmate* was in company with other Class B boats such as



Dana Prentice's injury put her behind the wheel of 'Winterhawk'.



Either this is a small woman or that's a big block!

Orlanda, *The Shadow*, and *Freight Train*. Sometime during the night these boats were able to work directly into shore and to more breeze. At the next radio check, *Checkmate* was suddenly 60 miles behind and still becalmed. After 14 hours the big Peterson's goose was cooked, and it really didn't matter what happened for the rest of the race.

After sailing so brilliantly in the first four races, *Checkmate* dropped to eighth in class and 26th in fleet. For the series this lowered her to third in Class B and ninth overall. Certainly not bad, but she deserved better. Of course that's ocean racing, and you've got to love it.

Naturally the finish had to be disappointing for Monte Livingston, one of the best-liked owners in sailing. As for crewmember Jeff Trask, he admitted, "It really ruined a great series." Trask, interestingly enough, refused to characterize the race as a crapshoot. "It can't be," he says, "because everybody knows where the holes are." He does think that perhaps the race should not count as heavily as it does, however.

free of the Niihau hole, she was able to work her way back up to and above *Checkmate*. *Tomahawk's* navigator was Bob Buell, who works on Matson boats in these waters and knows them well. He wanted to come ashore at the Big Island a little above South Point, but not too far. Two years ago on *Condor* he'd come in too early, the boat died for 12 hours, and rival *Kialoa* was able to sneak away and establish a new course record.

Buell's strategy was only better than *Checkmate's* by the margin she was closer to shore and got the breeze a little sooner. But like *Checkmate*, by the time she got going again the race was a forgone conclusion. She finished a disappointing 6th in class and 18th in fleet for the race, dropping her to second in class and fourth overall for the series. Another campaign that deserved better.

Class B boats that had been unable to touch *Checkmate* and *Tomahawk* in the previous four races but that beat them by wide margins in the Around the State Race included: *The Shadow*, *Orlanda*, *Freight Train*, *Black Sheep*, and *Carat*. *Checkmate* was also beaten by *Anticipation*, a boat she

was beating in the 27-mile triangle by 12 to 20 minutes. Ah, you've got to love it — cause what else is there to do?

Brooke Ann, although not having a good series in general, showed how bad things could get. She finished almost 19 hours behind *The Shadow*, having reportedly spent nearly 24 miserable hours in South Point hole.

Northern California entries in Class B included Sy Kleinman's aging Frers 58, *Swiftsure*; and a charter group led by Warren Yee on the Davidson 50, *Jumpin' Jack Flash*. Neither boat did particularly well, finishing 13th and 14th in class respectively, beating only *Labilia Flash* which had dropped her rig for keeps in the second race.

Swiftsure's main problems were that she's dated and she's a light air boat. After Kilroy had finished talking with designer German Frers, Sy Kleinman treated the Argentinian to lunch. Is there a *Swiftsure II* in the making?

While they didn't finish particularly well, the *Swiftsure* group did enjoy themselves. Of the Molokai Race, Bob Klein said, "This is the best single ocean race I know of that's ever been run for big boats." He cited the fact that there were no flukes in the race, that it was an overnight adventure and not just an afternoon race, that it was scenic — especially the landfall at Maui during first light, and that the 25 to 30 knots of wind moved the boats along well.

The crew on *Jumpin' Jack Flash* also had a good time, and Warren Yee, while he has no immediate plans, hopes to do the Clipper Cup Series again. Above all else it proved a huge learning experience, and not only in the obvious areas such as in sailing in big waves, sail trim, and top flight sailing competition. There was also the matter of learning about how to charter a boat.

Their understanding had been that *Jumpin' Jack Flash* had mylar sails, all in good condition. Yet what they found was an unuseable main, and a No. 3 and No. 4 — the most important sails for the boat — in "pitiful" condition. In addition chutes were off a Choate 40, not *J.J. Flash*. Sailmaker Kame Richards did the best he could with the sails, but most were beyond help. Next time Yee and company will inspect before they put their money down. To add insult to injury, the boat's original owner told them he had a great No. 4 back in his garage in New

As for *Tomahawk*, when she finally got

Zealand — which he'd have gladly brought if he only knew.

There were good times though — doing 16 knots was one of the highlights — and all the *J.J. Flash* crew left smiling at one another. But there were plenty of adversities, especially on the Around the State Race. The hydraulic vang broke, then the starter broke so the engine wouldn't work, so in turn the refrigeration wouldn't work. The crew could live with all these failures, but when Yee's bronchitis and kidney infection got worse they decided to pack it in.

The guy who can rightfully claim to be the authority on how to sail the Around the State Race is Steve Taft, sailing master on *Sidewinder*, Charles Short's new Reichel/Pugh 43 from Tiburon. *Sidewinder*, which had been tied for Class B honors going into the Around the State Race, corrected out first in class and fleet in this critical race.

Taft was decisive about the quality that enabled them to win. "We lucked out," he explained simply. Only later did he admit that there was a bit of skill involved getting into a position to be able to take advantage of good fortune.

He was also decisive in his evaluation of the race: "I'm glad we won because now it won't sound like sour grapes when I say the Around the State is a shithouse race. It turns the series into a crapshoot. Either it should count less or they should change the course."

Sidewinder's luck came into play not only at the three previously mentioned holes, but also at the starting line. A squall came through that immediately separated Class C. *Sidewinder* ended up way in front while her strongest competition found themselves a mile or so back. Some boats caught up at the Niihau hole, but *Sidewinder* again got away without much slatting about.

While most of the boats in classes ahead of *Sidewinder* opted for a rhumb line or even lower course in the 350-mile leg to South Point, *Sidewinder's* strategy was to come in to the beach early and seek a land breeze. On what information did they do that? Well Taft's friend Cy Gillette has an avocado farm on that side of the Big Island and has spent a lot of time observing. Taft's mother and sister also have places on the side of the mountain, and Taft himself has put in some time sipping something cool and watching the wind patterns — or lack of them. His conclusion is



Participants in the obligatory wet t-shirt contest.

that there's no way you can sail around the hole.

Sidewinder stuck to their inshore plan and it paid off big dividends. Once onshore they were hard on the wind, then reaching, then carrying the 3/4 chute down the beach at seven knots. As they trucked along they could see much bigger boats like *Carat*, *Winterhawk*, and *Tomahawk* dead in the water offshore. Hitting the final transition zone in the area, it was back to a light No. 1 before rounding the tip of Hawaii and having to put the No. 3 up in the face of 35 knots apparent and square waves.

Just around the jagged, surf-pounded point, the crew of *Sidewinder* had front row seats for the second major misfortune of the Clipper Cup. What happened was that the Farr 40 *Exador* — which had sailed brilliantly in winning every race in class, and had a strong shot for top honors in the fleet for the whole series — cut in too close to shore while sailing inside an off-lying rock. Suddenly a huge wave appeared and sort of spun them around. Some say it almost looked like they were wave jumping. The next

wave was even bigger, and broke directly on the boat from the second spreader down. "It was awesome!" reports Taft. "I thought the



A South African tends to repair duties on 'Nirvana'. Clipper Cup sailors came from all corners of the world.

boat was going to go down."

Naturally the rig immediately tumbled, then the boat was nearly washed onto the brutal volcanic shore. Some — if not all — of the crewmembers could have been injured or killed, and the boat could have easily been lost. Miraculously neither happened, as the strong wind blew the boat back offshore to safety. *Exador* motored to the Kona coast, had her spare mast flown in from Oahu, stepped it, and sailed back to Honolulu before many of the fleet finished the race.

After standing by at the request of *Exador*, *Sidewinder* was shortly thereafter released and started the difficult beat up the southeast side of Hawaii. Actually it was downright scary. It soon became pitch black, and hard to judge the distance from shore. The soundings come up so fast that a depth-sounder doesn't help much, the SatNav's fixes are too infrequent, and Hawaii's loran system only gives one line of position. Combined with the fact there are no lights on shore and that they'd just seen *Exador* nearly buy the farm, *Sidewinder's* crew was delighted when the mini-maxi *Winterhawk* sailed over them. If *Winterhawk* drove into the rocks, they knew it would then be time to

tack back out.

The last wind hole before setting the chute for the long spinnaker run back to Honolulu was near Hilo. Approaching this area *Sidewinder* just happened to be on an offshore tack when the wind started to lift them. And it continued to lift, and continued to lift, and continued to lift — like a total of 100 degrees. Had they been on an onshore tack at the time — like their closest rival, *Sundance*, another superbly sailed Farr 40 — they would have lost heavily. As it was they put an estimated 25 miles on *Sundance* right there, before crossing a final transition zone into the trades for the spinnaker run home.

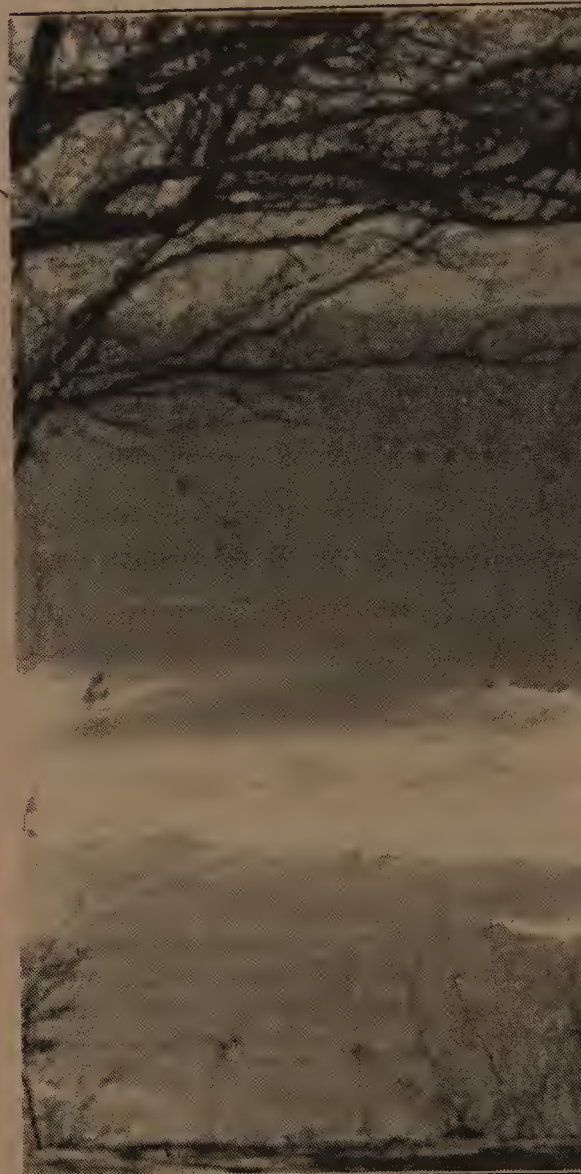
"We were in the right time at the right place again," advises Taft. "We were just lucky." Luck, skill, and the misfortunes of *Exador* and *Sundance* resulted in a hefty 35 minute victory over the rest of the fleet.

Taft, who has sailed in many series such as this, has learned that the most important thing to do is be consistent, sail conservatively, and stick with a game plan. For example the day before the first race when other boats were tearing chutes, breaking rudders, and rebuilding masts, the group on *Sidewinder* closed up shop at noon and headed for the other side of the island to relax. This even though *Sidewinder* was so new it had only been raced once and could have used lots of tweaking. The experienced group aboard appreciated that it was a long series, and

racers, second in the Molokai Race, and third in the last triangle. Nothing spectacular, but it was consistent enough in the strong class so that they entered the Around the State Race tied for first and ready to make their move. Ready in what way? Well they had four excellent drivers in Skip Allan, Don Jesberg, Scott Easom, and Steve Taft, all of whom would be needed for optimum performance in the over 400 miles of windward work. This as opposed to the boat they were tied with, *Victory*, which like a lot of other boats lost their top driver for the Around the State Race.

Sidewinder finished 15th overall, good for a middle-sized boat in this series where the weather and the adjusted time allowance tables favored bigger boats. She also profited from keeping her nose clean. "You can't win a series at a single mark," goes the old adage, "but you can sure lose one."

Nobody knows that better than another Northern California Class B boat, Monroe Wingate's *Serendipity* 43, *Scarlett O'Hara*. Over the years *Scarlett* has been an outstanding boat, but she started this Clipper badly when she was ruled a premature starter in the first race. She didn't do particularly well in the second race, but took first in the double counting Molokai Race and the last triangle. Thus going into the Around the State Race, she was just six points behind

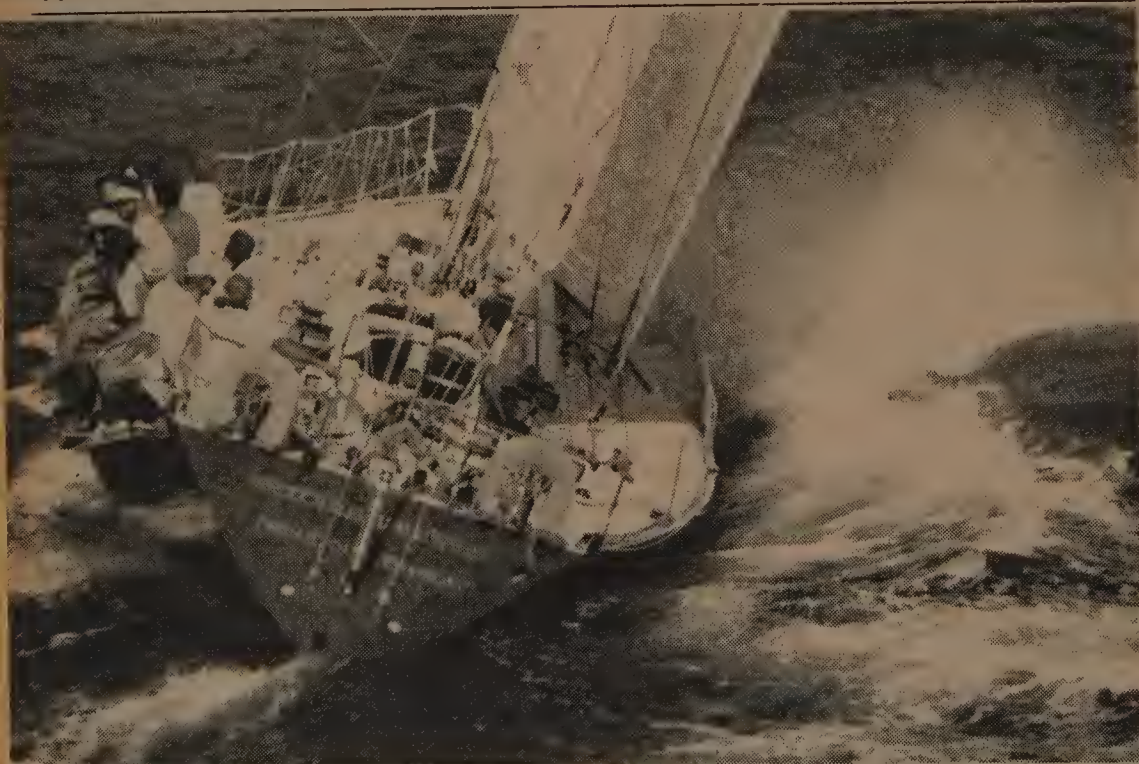


and within striking distance for class honors.

Scarlett sailed a great Around the State Race despite an almost last place start caused by misplaying the squall that rolled through. Coming back all the time, *Scarlett* ate up boat after boat and finished second in the race and second in class — that is she would have except for the matter of a starting line protest with *Camouflage*. *Scarlett* lost in the protest room, and was disqualified from the race. Her two wins, two lost protests, and one mediocre race resulted in a 9th in class and 42nd overall.

The Clipper Cup has not been *Scarlett's* Series. Last time she started brilliantly only to lose her mast when a fitting failed.

Another of Northern California's finest boats, Irv Loube's Frers 46, *Bravura*, ended up 4th in class and 27th in fleet. Actually she missed third in class by literally a fraction of a second. She and *Sidewinder* had tied on corrected time in the last triangle race, but *Sidewinder* was awarded first after they rounded it off to a tenth of a second. Had



there would be plenty of time to improve and catch up.

John Aren's 'Tomahawk' to weather in a light swell.

Sidewinder finished fourth in the first two



Three spectators at Diamond Head watch 'Freight Train' finish the Molokai Race.

Bravura been just one second faster she would have gotten the bronze.

Bravura sailed a consistent series, but not up to her full potential. Skipper Jeff Madrigali is still pretty new to the boat and crew, as well as Clipper Cup-type racing. There seemed to be other areas where *Bravura* could have had much better results with only minor improvements, such as tactics. There were other problems, too. *Scarlett O'Hara* did not give her room at the starting line in the first race — this even though *Scarlett* was *Bravura's* teammate. So *Bravura* was over early and it cost her. *Bravura* also tried to go around the South Point hole — she had been first in class when she entered it — but ultimately paid a dear price. Still, a very respectable fourth in a strong 14-boat fleet.

Second in Class C was *Shockwave*, a Frers 43 sailed by a group of Kiwis, many of whom had done the Around the World Race. They were led by driver Erle Williams,

who had been a watch captain on *Flyer*. *Shockwave* showed brilliant speed in the first race in particular and did well in the Around the State Race. Williams explained *Shockwave's* first race excellence after several years of mediocrity by saying, "The boat used to have half Australians, but now it's all Kiwi so we're going faster." They never won another race, but might have had they not made some foolish tactical errors — and insisted on repeating them. When they were good, they were very good; when they were bad, they were off the pace.

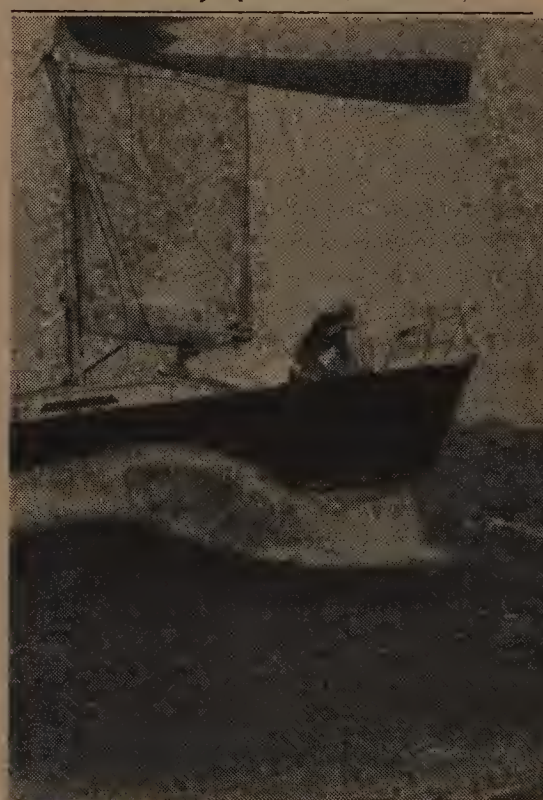
Third in class went to *Victory*, a Dubois 43 from San Pedro. Designer Ed Dubois drove the boat in the first four races. *Victory's* regular crew thought he was pinching, but with excellent results they decided he knew what he was doing. Unfortunately Dubois didn't sail on the Around the State Race. In addition, *Victory* sailed into the South Point hole for a horribly long time. Still, she hung on to beat *Bravura* for third by a single point.

Class D was a one-boat race. *Bondi*

Tram, a Frers 41 from Australia wiped the competition off the face of the Pacific Ocean. They won every single race, and they won by comfortable margins of 9 minutes, 9 minutes, 14 minutes, 2 minutes, and 4.5 hours. It was the biggest mismatch of the Clipper Cup.

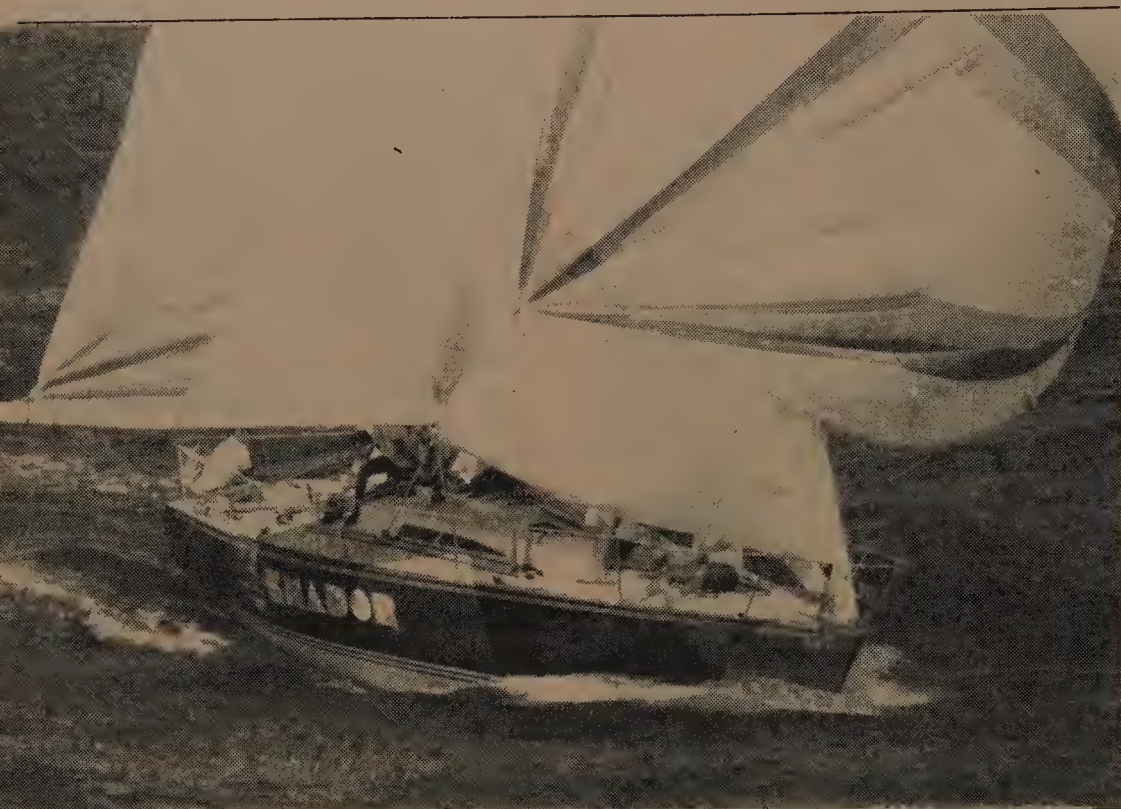
A particularly handsome and simple racing boat — both inside and out — *Bondi Tram* was led by an extraordinary team. The main driver was young Iain Murray, six times world champion in Aussie 18's and recently skipper of the disastrously slow Australian *Advance*. One of his crew said, "A guy like Iain only comes along once in a long while. He's really a bit of a genius. We'll be going along real fast and he'll have us adjust one of the runners an inch, and we'll pick up .10 of a knot!"

As if he weren't enough, the alternate driver was life-long sailor Sir James Hardy, one of the few knighted by the Queen for his sailing achievements. A real gentleman in the finest sense of the word, Hardy has been through endless sailing campaigns, most recently some 12 Meter efforts and with the renowned *Police Car*. Hardy's immense experience was of great benefit to the rather young crew, most of whom had sailed on the ill-starred 12 Meter *Advance*. Perhaps as a result of Hardy's presence, one said, "I've



'Jumpin' Jack Flash' tries to get air!

never heard a voice raised on this boat since we got together last September, it's the happiest boat I've ever seen."



New Zealand's 'Exador', an outstanding heavy air boat.

The *Bondi Tram* group was nonetheless disappointed in their fleet finishes, although a strong third in the Around the State Race leap-frogged them up to sixth for the series. An interestingly lovely carbon fiber exotic, *Bondi Tram* is scheduled for appearance at the Big Boat Series.

For the first three races Wayne and Pat Willenberg's Nelson/Marek 41 *Revenge*, looked like she had a lockhold on second in Class D. *Revenge*, with Monterey's Tim Cordrey at the helm, took second in the first three races. But then she was penalized three positions in the last triangle and finally had the third worst finish in the Around the State Race. This dropped her to 4th in class and 37th in fleet. She deserved better.

Second and third in Class D went to Togo VIII and *Caza-7*, a pair of Japanese boats that — like all the Japanese boats — were fairly far off the pace in this Clipper Cup. Class D was the least competitive division.

Up until that wave broke over *Exador* at South Point, Class E was going to be a greater dynasty than Class D had been. All the Farr 40's — there were four of them, *Exador*, *Sundance*, *General Hospital*, and *Indian Gibber* — were brilliant, but none nearly as brilliant as Kiwi Tom McColl's *Exador*.

The little red machine just tore up the competition, winning the first four races in style. She had margins of 7 minutes, 1

minute, 9 minutes, 2 minutes, and was leading class in the Around the State Race when she was literally washed out.

Yet this doesn't really fully indicate *Exador's* dominance. Consider what she did against bigger boats on elapsed time. In race one she finished ahead of every boat in Class E, every boat in Class D but *Bondi Tram*, and half the boats in Class C!

In race two she finished ahead of all the E boats, all the D boats, and half the C boats — including the likes of *Scarlett O'Hara* and *Prism*, two Serendipity 43's. And in both these races the wind conditions favored bigger boats.

In the Molokai race she beat all the E boats, all the D boats, and again more than half the C boats. In race four she beat all the E boats, although finally a few D boats and most of the C boats beat her on elapsed time.

In the Around the State Race *Exador* was sailing ahead of *Sidewinder* — the eventual winner and a much higher rating boat —

Sailing past Diamond Head at dusk during the first stages of the Molokai Race.



when the wave knocked her out. In fact she was sailing ahead of one maxi and many of the Class B boats!

Exador is owned by Tom McColl, one of the three Farr 40 owners that had pounded the competition in the last Southern Cross Series. Why were they doing so well? "It's the sheer talent and determination of the crew," McColl said. "We were the lowest scoring member on our team of Farr 40's in the Southern Cross, and we didn't want to suck kumera again here at Clipper Cup." A kumera is a Kiwi sweet potato, although judging from his wife's reaction, the expression probably lends itself to baser connotations.

McColl also said that winning was a new experience for him, but he thought that he and his crew deserved it for all the time and effort they had put in. Ever since the Southern Cross they'd been sailing the boat with the same crew, and had come to know the boat intimately.



The friendly Hawaii YC after the conclusion of a triangle race.

There were 14 entries in Class E, but the Farr 40's took the top four spots in every single race — until the Around the State Race. Invariably the order was *Exador*, *Sundance*, *General Hospital* (all carbon fiber boats) followed by *Indian Gibber* (an S-glass boat). The only variation on this theme took place in the first race when *Sundance* was over early and had to go back. Starting from last, she sailed right through the other ten boats in the fleet, but was unable to catch any of the other Farr 40's. *Sundance*, incidentally, was another member of the victorious Southern Cross team, and is due for the Big Boat Series.

Sundance's convincing second in the Around the State Race — despite her bad luck near Hilo — gave her first in Class E for the series and put her in third place in fleet for the series. *General Hospital*, owned by Tom Walinsky and very well sailed by a Honolulu group, took second in class for the series and 13th in fleet. *Indian Gibber*, from Australia, was third.

Exador dropped for 5th in class and 24th in fleet. Had she not lost her rig off South Point, it's likely she would have corrected out the top individual boat in the Clipper Cup. What's also interesting is that this was generally a rather windy series, conditions that favor the bigger boats. Although the Farr 40's are best in a breeze, they are not best in a breeze against bigger boats which thrive in those conditions.

All in all a spectacular performance by the

Farr 40's in general, and *Exador* in particular.

Other Northern California boats in Class E were Laurie Timpson's Frers 40, *Flasher*; Jim Mizell's Frers 40 *High Risk*; and the Don Trask/Jim Hill/Lowell North J/41, *Grey Fox*. All of them started the first race Keystone cop fashion. *Flasher* was over early and didn't come back. *High Risk* wasn't over early but did come back. *Grey Fox* wasn't over early, but the race committee said she was; so she did come back, but later had 7 minutes and 30 seconds deducted from her time when the race committee admitted they had erred. Considering that just ten minutes earlier *Scarlett* had forced *Bravura* over early, then started early herself and didn't come back, Northern California boats completely screwed up the first race. You've got to love it.

Neither *Grey Fox*, *Flasher*, or *High Risk* distinguished themselves in the series, although *Flasher* did turn in a terrific Around the State Race. On the way from Niihau to South Point, *Flasher* stayed way high — in fact on the possibly TransDerm-affected judgement of the navigator, they actually tacked back to the northwest a couple of times to stay way high of the rhumb line. Above almost every boat in the fleet, they were able to reach across the Alenuihaha Channel, and come onshore at the Big





Island way up by Kona. From there it was mostly a jib reach or spinnaker run down the beach. In all *Flasher* slatted for only two hours; boats outside slatted for as much as 36.

Flasher also played the Hilo hole area sagaciously. Rounding Cape Kumukahi on

'Checkmate' giving chase to the eventual Class B winner, 'The Shadow'.

an increasing lift, they resisted the temptation to take it into what looked like a lot of squalls around Hilo. "No go Hilo go," said the navigator. Instead they reached some

five miles offshore — away from the course to the finish line — toward what looked like consistent trades. Trades they were, and *Flasher* romped home second in Class E and sixth in fleet. An excellent performance, far better than anything they'd turned in previously. "It was a piece of cake," remarked driver Cliff Stagg, referring to the conditions not the competition.

In the team competition, the U.S.A. White team — consisting of Southern California boats *Checkmate*, *Tomahawk*, and *Camouflage* — ended up nipping the New Zealand A Team of *Exador*, *Shockwave*, and *Sundance*. The score was 2211 to 2199. Indicative of the two teams dominance, each faltered badly in the triple-counting Around the State Race, but were still able to finish 1-2. The U.S.A. Red team — consisting of *General Hospital*, *Side-winder*, and *Artemis* — was third, with 2193 points. The Australians were fourth, well back at 2133.

This is the second time in a row the United States has won the team competition. In 1982 the team of Clay Bernard's *Great Fun*, Dave Fenix's *Bullfrog* — both from San Francisco — and *Kialoa*, took the title.

From the bottom of the duffle bag:

The Sailing. Cliff Stagg likens the Clipper Cup sailing to a perpetual Buckner race. While going to weather, half a crewman's energy is expended just trying to hold on to the darn boat. It's a rough ride. Even the 27-mile triangle was so exhausting that there were few sailors tearing down the town.

Of course the weather is different than the Buckner. During the day that spray that frequently washes over is refreshingly cool. If you're riding the rail and your legs drag through the water — well it's darn warm. Sailors sweat a lot while racing hard in Hawaii, so it's a battle keeping enough fluid in the system. The drinks are always going around, but the piss seems to stay yellow.

Most folks sail in just shorts and a t-shirt during the day — in fact anything more would be unendurable. At night foul weather tops are worn, primarily so crews don't hit the bunk in wet duds.

The Designer Standings. German Frers had 18 boats, double his closest competitor. Bruce Farr had nine, Doug Peterson eight, Ed Dubois six, Takai from Japan five, Ron Holland four, Nelson/Marek two, Gary Mull

two, and several others with just one. Frers and Farr stand to do a lot of business as a result of the series.

Best Name. *Bimblegumbie*, from Hong Kong. We're told that it's an aborigine word for a spear in midflight. Second best was *Bondi Tram*, named after the rickety — but fast — streetcar that serves the Sydney suburb of Bondi. Incidentally it's pronounced Bon-die, not Bond-dee.

Best Graphics Above Water. There were several nice ones, but no clear winner. Dark blue hulls are becoming increasingly popular.

Best Graphics Below the Waterline. *Winterhawk's* white hawk.

Most Dangerous Food or "Bet you can't eat just one". Macadamia nuts. Scarlett O'Hara crewman Steve Baumhoff of Oakland ate one nut and went into anaphalactic shock. He very nearly died. Or said he almost did. Some thought it was a ruse to get out of the Molokai Race and spend time with his wife listening to Eddie Murphy tapes. He had the hives to prove it, however.

So This is Ocean Racing. The top award goes to Charles Short, owner of *Sidewinder*. The Tiburon resident sailed his first race just

a week before the start of the series. Honorable mention goes to Jeff Trask of *Checkmate*, who has raced a million miles in the Bay but never in the ocean. His big thrill was when *Checkmate* submarined on the Molokai Race spinnaker run, allowing water to freely pour down the forward and the mid-cabin hatches.

Best Yacht Club. There's no best, the Hawaii and Waikiki clubs are just different. Waikiki is a little more reserved, serves more formal and delicious meals, has a great pool, but requires script. The Hawaii YC is the friendliest in the world, gives great drinks for the price, takes cash, and has a terrific view. Both clubs are superb hosts!

Best Aloha Spirit. The Waikiki Club members waiting — day or night — to greet each finisher with leis, food, and drinks, at the conclusion of the grueling Around the State Race. Also the Hawaii YC's corny but effective musical welcome and tribute to each boat and crewmember at the conclusion of the Molokai Race. A couple of great gestures that recognize even the lowliest grunt in the fleet. Mahalo.

Best Woman's Story. Dana Prentice, long-time sailor, shows up at the Clipper Cup hoping — against all odds and the new crew limitation — for a berth. She works her way onto *High Noon* as point person, the boat she Clipper Cup'd last time. During the second race a wave throws her up in the air, and she lands on a track near the bow, ripping her shin to the bone. A bloodied mess, Dana plays the good trooper and finishes the race before going to the hospital for sewing. *High Noon* is also out, as her mast tries to drive through the bottom of the boat.

Injured but always up for more sailing, Dana signs on as cook — the position she really hates — on the mini-Maxi *Winterhawk* for the Around the State Race. After slopping around in the South Point Hole for endless hours, Geoff Stagg asks if she'd like to come up on deck — and take the wheel! Dana does and suddenly it's blowing 25. They still let her drive. The next day they give her the wheel again for part of the spinnaker run down the Molokai Channel. "I was in heaven," says the Clipper Cup's first woman maxi driver.

Biggest Unresolved Problems. The Around the State Race, and shuttling people between the Hawaii and Waikiki YC's.

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— latitude 38

1984 PAN AM CLIPPER CUP

TOP TEN INDIVIDUAL BOATS

PLACE	NAME	MODEL	OWNER	COUNTY	SCORE	TOTAL
1	<i>Boomerang</i>	Frers 81	G. Coumantaros	USA	7-5-1-1-10	763
2	<i>Kialoa</i>	Holland 81	Jim Kilroy	USA	5-13-3-3-14	739
3	<i>Sundance</i>	Farr 40	Denis Hogg	N.Z.	27-6-8-17-2	736
4	<i>Tomahawk</i>	Frers 51	John Arens	USA	2-3-6-4-18	733
5	<i>The Shadow</i>	Soverel 55	Austin Speed	USA	11-10-14-8-7	730
6	<i>Bondi Tram</i>	Frers 41	Denis O'Neil	AUS	15-14-13-19-3	725
7	<i>Orlanda</i>	Farr 58	A. Pirera	ITALY	6-7-22-9-8	718
8	<i>Sidewinder</i>	R/P 48	Charles Short	USA	25-22-12-20-1	714
9	<i>Checkmate</i>	Peterson 55	Monte Livingston	USA	1-1-7-2-26	712
10	<i>Sorcery</i>	Mull 82	Jake Wood	USA	3-16-2-13-21	709

NORTHERN CALIFORNIA BOATS

27	<i>Bravura</i>	Frers 46	Irv Loube	USA	26-18-23-21-36	578
30	<i>Flasher</i>	Frers 40	Laurie Timpson	USA	66-39-36-50-6	561
32	<i>Grey Fox</i>	J/41	Trask/Hill	USA	28-28-26-40-43	549
42	<i>Scarlett O'Hara</i>	Peterson 43	Monroe Wingate	USA	63-25-10-16-DSQ	466
49	<i>High Risk</i>	Frers 40	Jim Mizell	USA	44-49-39-45-44	458
51	<i>Swiftsure</i>	Frers 58	Sy Kleinman	USA	47-43-52-41-51	414
56	<i>Jumpin' Jack Flash</i>	Davidson 50	Warren Yee	USA	53-56-59-57-DNF	360

CLASS STANDINGS

Class A						
1	<i>Boomerang</i>	Frers 81	G. Coumantaros	USA	4-2-1-1-1	796
2	<i>Kialoa</i>	Holland 81	Jim Kilroy	USA	3-5-3-2-2	786
3	<i>Sorcery</i>	Mull 55	Jake Wood	USA	1-4-2-4-4	783
Class B						
1	<i>The Shadow</i>	Soverel 55	Austin Speed	USA	4-4-4-6-1	783
2	<i>Tomahawk</i>	Frers 51	John Arens	USA	2-2-1-2-6	782
3	<i>Checkmate</i>	Peterson 55	Monte Livingston	USA	1-1-2-1-8	777
Class C						
1	<i>Sidewinder</i>	R/P 43	Charles Short	USA	4-4-2-3-1	790
2	<i>Shockwave</i>	Frers 43	N. Crichton	AUS	1-3-5-5-2	783
3	<i>Victory</i>	Dubois 43	R. Butkus	USA	2-1-3-6-8	769
Class D						
1	<i>Bondi Tram</i>	Frers 41	Denis O'Neil	AUS	1-1-1-1-1	800
2	<i>Togo VIII</i>	Takai 41	T. Yamada	JAP	5-3-3-5-2	783
3	<i>Caza-7</i>	Takai 41	Y. Fukami	JAP	4-4-4-2-4	778
Class E						
1	<i>Sundance</i>	Farr 40	D. Hogg	N.Z.	4-2-2-2-1	793
2	<i>General Hospital</i>	Farr 40	T. Wallinsky	USA	3-3-3-3-5	778
3	<i>Indian Gibber</i>	Farr 40	B. Ferris	AUS	2-4-4-4-4	778

SANTA CRUZ

If there were a "best month" to visit Santa Cruz by boat, it would have to be September. For one thing, this first month of Autumn marks the end of the tourist season. (That isn't meant to sound provincial. Santa Cruz, almost since its founding, has relied on and catered to the visitor. September is simply a nice time for merchants to kick back a little, go over their books and make plans for the next tourist season.) For another, it's the month of the Windjammer Race from San Francisco (scheduled for August 31st this year). The kids head back to school in September and the beaches and roads begin to



LATITUDE 38/RICHARD

The Mark Abbott Memorial Lighthouse at Pt. Santa Cruz.

There are stories every year of sailboats being swept along by treacherous currents near Ano Nuevo Island and waves breaking over outside shoals on the "wrong" side of the boat. The shipping lanes are close to the coast here, adding another exciting dimension to the trip south. But once you're past these transitory dangers, the sailing is a classic downwind ride past rolling hills that are almost as undeveloped as they were a century ago.

Santa Cruz is partially in the lee of the north/south running coast range. About five miles north of town, the weather starts getting warmer and the wind seems to back off slightly. In close to the beaches and cliffs the kelp grows in great forests and if you look closely you'll see that some of the kelp bulbs are really sea otters, relaxing on their backs, eating their abalone or grooming themselves.

From Natural Bridges, where the natural bridge collapsed a few years ago, it is anyone's guess as to what the wind will do. Often it will blow steadily past Lighthouse Point (Point Santa Cruz to those of you looking at your charts) but sometimes it will shut off altogether, or in the afternoon turn around and blow lightly from the east. Most folks turn on the motor at this stage.

It was back in 1868 that the first lighthouse was built on the point, due to growing concern over wrecks like that of the *Carrier Pigeon*, and the threat posed by the unmarked cliffs to the steady flow of shipping to

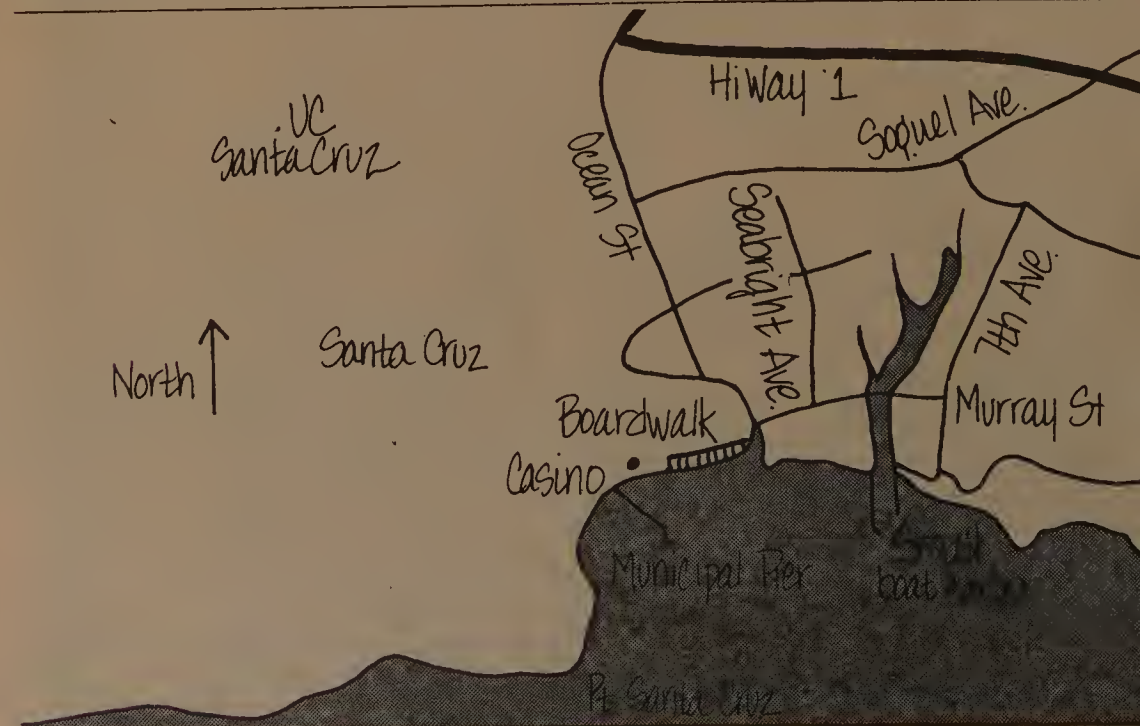


Santa Cruz at the time. The main items of transport were lumber, cowhide, and bags of tallow. Chilean barkentines also unloaded nitrite for the powdermill that was in what is now Paradise Park, just a few miles north of town. The original lighthouse burned whale oil and put out a paltry 75 candlepower. The 1984 light is better. It flashes every five seconds and can be seen for 17 miles.

Locals know the point as either Light-house Point or Steamer Lane, but the lighthouse itself, a New England-style brick structure, is officially known as the Mark Abbott Memorial Lighthouse. It was donated by well-known Santa Cruzans Chuck and Esther Abbott as a memorial to their son who drowned while surfing there in 1965. Light-

recover from the summer onslaught. The weather is usually perfect, with little fog and mild breezes, sometimes even no breeze at all. As the cruising sailor heads south for Mexico or further, this corner of Monterey Bay offers a lot for those able to take the time to visit.

Those who sail into Santa Cruz from the north are treated to some of the most wonderful coastal scenery California has to offer. Roughly halfway along the trip from San Francisco to Santa Cruz, at Pigeon Point, the wind usually pipes up, the fog clears and Santa Cruz County begins to unfold. It's also here that a lot of boats have run into trouble. The British boat *Carrier Pigeon* went down here in 1865, thereby lending her name to the lighthouse that now stands at the point.





LATITUDE 38°51'N

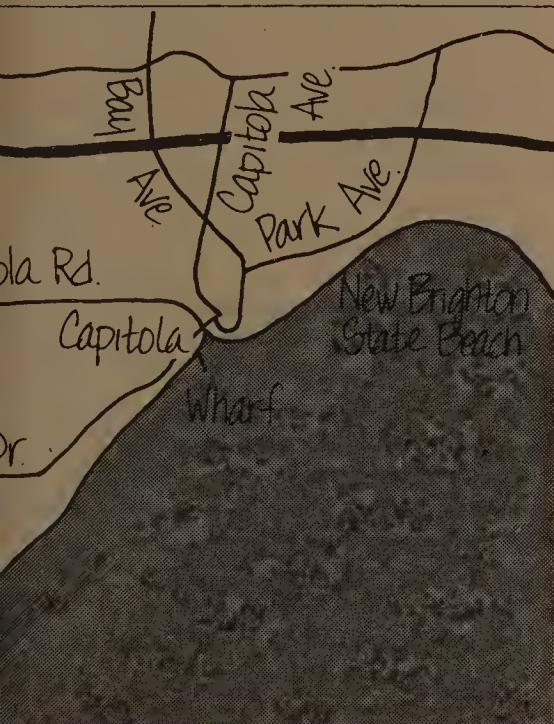
The Santa Cruz Small Boat Harbor, looking south from the Murray St. Bridge.

house Point is one of the most picturesque landmarks in Santa Cruz, and has a lot going on around it. The adjacent field is the last patch of undeveloped land along the Santa Cruz coastline. Conservationists have waged heated battles with developers to keep it that way and it seems the area will remain protected. Directly off the Point about 100 yards is Seal Rock, home to a remarkable number of sea lions. Stay a respectful distance away or you'll get a lot of angry glares from some of the behemoths that live there.

The surfing area here is called Steamer Lane and it's known around the world for its

good waves and talented group of riders. In the summer the waves are usually fairly tame — only waist to shoulder high. In the winter though, it's a different story. Once every few years they are so huge that Third Reef breaks way out in the Bay, past where even the most prudent sailor would ever guess waves would break. Second Reef, closer to the point, breaks in the 8 to 15-foot range and has caught several unsuspecting boats off guard. A few years ago the *Santa Cruz Sentinel* newspaper published a sequence of photos of a Cal 29 riding out the soup of a Second Reef wave. The boat and crew came through it with some grey hair and a healthy respect for the "sneaker" waves at Lighthouse Point.

Inside all of this impressive wave action is the greater Santa Cruz Harbor. The Municipal Pier, one of several located here, extends a half mile into the bay and supports a crowd of fishermen and women, tourists and seafood restaurants. Built in 1914 and rebuilt several times over the years, it's a classic place to visit with your camera. There's a noisy group of seals living among the pilings that have the tourists trained to give them handouts. You can buy fresh fish on the pier, go on fishing trips, and buy souvenirs so tacky they're actually pretty cool. The fishermen are there day and night and as is true in most areas that have piers, they don't like boats to get too close. The end of the pier is the finish line for the annual Windjammer Race. The race committee from the Santa Cruz YC camps out there all night long if necessary to record finishing times.



Between the pier and the mouth of the San Lorenzo River is the main anchorage and mooring area. This was the only place to go before the small boat harbor opened in 1962. It is regarded as a safe place to be in almost every kind of weather except winter storms. A strong southerly turns the anchorage into a deadly lee shore.

There are usually a dozen or so sailboats and trimarans moored there through the summer. When it's really blowing outside, big fishing fleets come in and anchor until it calms down. About the only objections anyone might have to staying there are the noise generated by the Boardwalk and the fact that the Yacht Harbor, with all its conveniences, is only three-quarters of a mile away.

The Santa Cruz Harbor has the 122° Meridian running right through the middle of it (almost)! The Santa Cruz City Limit runs right through the middle of it, too. It's a small harbor, built on the former sight of Woods Lagoon, one of the Twin Lakes. Just a short walk down the beach towards the east is Schwann Lake, the other twin, with a lovely pastoral view towards the mountains.

In 1950, when the Corps of Engineers set

LATITUDE 38°10'N



The Casino and Coconut Grove near the Municipal Pier.

out to find a location for a harbor, they considered several before settling on Wood's Lagoon. That was the beginning of a long and well-known story about the shoaling problem in Santa Cruz. In short, the sand flowing down the coast and the silt from the San Lorenzo River cause the channel entrance to fill up on a regular basis. The harbor's location provides no natural barriers. As a result, the entrance becomes unnavigable, the sailors lose their recreational outlet, the fishermen can't support themselves and everyone is pissed. The harbor officials are getting better at solving the problem on an annual basis but no long term solution has been developed.

SANTA CRUZ

The harbor is open now, so in we go. There are complete facilities including public restrooms with showers for visiting crews, haul-out facilities, public launching, restaurants and shops. Initially, 360 slips were built south of the Railroad bridge. East Cliff Drive which ran along the beach was diverted to the Murray Street bridge. Then, in 1973, 455 more slips were put in the area north of the bridge. The idea was to put boats without masts in the upper harbor, but now with the scarcity of slips, people are willing to tabernacle masts on even relatively large boats.

For visiting sailors, there are a lot of things to see and do. On the east side, in addition to the harbor office, there is a large building

LATITUDE 38 BICHARL



The Santa Cruz Harbormaster's Office.

PIPP CCELLC



If there weren't enough thrills and chills on the sail down the coast, the Giant Dipper will provide plenty.

that houses several beach and water-oriented businesses. Sailboards O'Neill is the place to go if you forgot to bring along your sailboard. Steve Leddy has the Rigging Shop upstairs. It's not exactly a store you can browse in, but if your boat needs attention to the rigging which is beyond your capabilities, Steve and his crew can fix it up.

Sunny's Pizza is a new take out pizza/sandwich shop that's got a bright and cheerful atmosphere and a great dining area right out the back door — the beach.

Next to the launch ramp, which in itself is a good place to watch the do's and don't's of boating, is a snack wagon and Tom's Fisher-

man's Supply. There you can pick up beer, soda, bait, and hopefully some hot tips on where the fish are biting.

The big daddy of the east side of the harbor is the Crow's Nest. Well known for its steak and lobster-style menu, its success is due in large part to its fantastic location above the beach and harbor entrance. It's been recently remodeled, and if you'd been there before the face lift, you probably wouldn't recognize it now. The entire upper level contains the bar, lounge, stage for the nightly entertainment and best of all, picture windows so big they put the ocean almost in your lap. It's the best spot in town to watch winter storms roll through.

Right across the channel from the Crow's Nest and launch ramp is the more kicked back breakfast and lunch place known as Aldo's. Walter and Mauro Oliveri run the place and their dad Aldo goes out fishing for the catch-of-the-day. Aldo's is in the lee of a little hill with big cypress trees, so it can be a real warm spot on a windy day. Trying to sail through that same lee in a small boat, though, can be a true test of patience. Walter is a pretty hot racer on his Moore 24 (hull #5) *Relma*. He was looking good at the recent Moore Nationals until his mast fell down.

Cruisers often meet some locals and inquire about where else there is to go for meals. More often than not, they're directed to Seabright Avenue, a short walk away from the harbor's west side. Within a two block area on Seabright are several small restaurants and a couple of delicatessens. Frequently recommended is Luthers, which serves breakfast, lunch and dinner. The diners are casual French and the white tablecloths, eclectic wine list and friendly professional service make it a nice spot to visit.

Santa Cruz does not have a shortage of restaurants. There are several downtown that are worth the short bus ride to the Pacific Avenue area. Buses, by the way, go past the harbor all the time and they make the entire Santa Cruz area easy to get around in.

The El Palomar Mexican Restaurant in the Palomar Hotel on Pacific Avenue features real Mexican food and a Mariachi Band on weekends to boot! Near the corner of Center and Chestnut Streets is India Joze. Unique in every way, India Joze is the home of the International Calamari Festival which drew



PETER COSTELLO



scores so high they're awarded the honor of digitizing their initials on the games screen as a challenge to players that follow. There are still some relics from the 30's and 40's like Dorena the Fortune Teller and the "Gift Merchandiser", a mechanical arm that pushes a cheap gift up a smooth incline and you hope it'll fall into the chute that leads outside. The old machines are artsy and ingenious, the new ones are dazzling and fearsome.

The old Natatorium, also built in 1907



LATITUDE 38 RICHARD

Andrea Thomsen, right, daughter of noted wooden boatbuilder Bob Thomsen, demonstrates one of the popular Santa Cruz dance steps with a friend.

Pleasure Point between Santa Cruz and Capitola. Kelp beds outside support a large group of sea otters.

and recently renovated to its former glory, houses the funny mirrors from the old Fun House. The pool there was filled with sand and, rumor has it, hundreds of old pinball machines. It currently supports a miniature golf course. Past the bumper cars and basketball toss is the beautiful Merry-Go-Round (1923) with its sturdy, hand-carved wooden horses and a rollicking calliope. Further down is the Giant Dipper, a wooden roller coaster that ranks high among the aficionados of the sport and one of the Boardwalk's most prominent landmarks. Its timeless beauty and thrill quotient make it a real tribute to the engineers who designed it. If you're new to California, or just want to relive some high school memories, the Boardwalk is a great spot to spend a few hours.

A couple of other places worth noting around the harbor are: The Santa Cruz Museum and Fredrick St. Park. The Santa Cruz Museum is six short blocks west of the harbor on East Cliff Drive. It's small enough to hold your interest with unique displays like a mantlepiece with a backrest carved into it, a sea creature touch tank and a big model of the topography underneath you when you sail on Monterey Bay. Right above the back harbor on the west side, next to the new Townhomes, is Fredrick Street Park. Not much is going on here and that's why it's nice. There's a cool lawn to lay on for the adults, a few picnic tables, and a jungle gym for the kids.

About five or so sailing miles east of the Santa Cruz Harbor lies the picturesque little town of Capitola. This is the most popular destination for a daysail because in the morning it's downwind from Santa Cruz. Then, if everything goes according to the best plan, the afternoon easterly fills in and it's downwind back to Santa Cruz.

raves from the *New York Times*, *Washington Post*, and even France's *Le Monde*! It's in the Santa Cruz Art Center, so while you wait for a table you can browse around and enjoy looking at the crowd and exhibits. If you find yourself near the Nickleodeon Theater on Lincoln, then you're real close to the hard to find Pearl Alley Bistro. The atmosphere in this place is a mix of Greenwich Village and country French, and the folks there will provide you with a vast wine list and cheese fondue dinners. It's also the only place downtown that distributes *Latitude 38*. Just for that it's worth the visit.

If it's a heavy dose of rock 'n' roll you're looking for, check out the action at the Catalyst on Pacific Avenue. One of the best jazz clubs in Northern California is the Kuumbwa Jazz Center on Cedar Street.

There probably isn't anyone who grew up in California who doesn't know about the Boardwalk. Even though high tech amusement parks are coming (and going) and the Boardwalk no longer has the Fun House (a crime), this place will survive as one of the classics of the genre. The Casino, built in 1907, is now packed with digital whiz bang LED games that defy you to learn how to play them without first spending \$20 to get over the basics. The junior high kids rack up

SANTA CRUZ

A concession at the wharf has maintained moorings right off the pier for the last couple of summers. They're available for different periods, from half-day rental to buying one outright. The shoreboat is 50' a head between 7 a.m. and 6 p.m. and there is a dinghy landing and restaurant at the pier.

If the moorings are filled, then it's possible to anchor further out, or head down to the cove off New Brighton State Beach, or as it's also known, China Beach. There are a few tricky reefs on the way there so use caution. The beach to the south runs almost unbroken to all the way to Monterey.

The Capitola area has been a popular beach spot since the time of the Vaqueros, long before a town was built. Modern Capitola has a lot of tidy shops and quaint homes. One of the most popular places to go at night is the Capitola Theater, right next to the beach. Run by the same two women for as long as anyone can remember, the theater shows almost first run double features (such as "The Natural" and "Unfaithfully Yours") for \$2. There is a crying room (with window) for babies and the snack

bar has frozen Snickers. The restaurants along the Esplanade were all destroyed not once, but twice during the storm of 1982-'83. The Esplanade has rebounded and thrived since then.

If you need marine hardware while you're in Santa Cruz, you have are several places to choose from. Convenient to the harbor are O'Neills Yacht Center, Harbor Marine and The Mariner. These stores carry a variety of hardware with a selection ranging from pretty complete to limited. Johnson Hicks, which deals in marine electronics, has recently moved to a handsome new building at Murray and Seabright. West Marine Products is located close to the freeway at the end of 17th Avenue. This is the building that houses a store, general offices and warehouse for their Northern and Southern

California stores.

The area around 17th Avenue could be considered boatbuilders' row. George Olson (Olson 25, 30 and 40) and the Alsberg Brothers (Express 27 and 37) have their facilities near there, as does Larsen Sails, should a little sail repair be needed. Ron Moore's Yard (Moore 24) is located right across the freeway from West Marine. Bill Lee's factory (Santa Cruz 40, 50 and 70) is in the village of Soquel, up on Hilltop Road, overlooking Merlin Way. They welcome visitors after 4 p.m. If you give them a call, they'll be glad to have someone there to tell you about their new ultralight 70-footer. It's fun to try and guess how they're going to get the 70's down off the driveway.

Now that some of the nooks and crannies have been explored here at the north end of Monterey Bay, there's no need to pull in and limit yourself to sitting on your boat wondering what's going on. The transit system goes all over the place, and armed with your *Latitude 38*, you should be off on a great tour of Santa Cruz.

— peter costello



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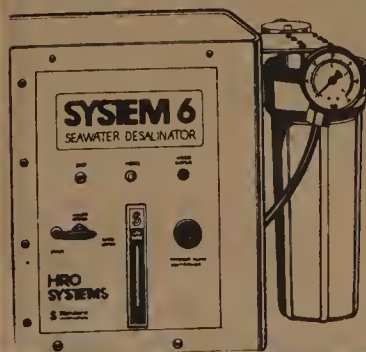
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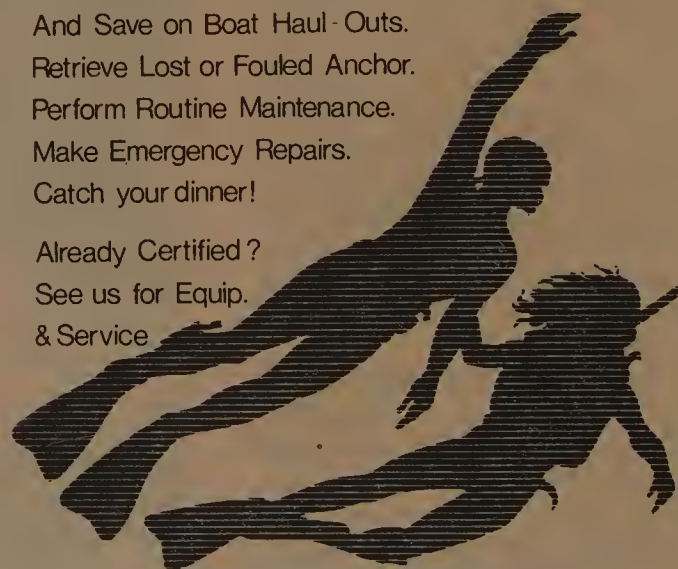
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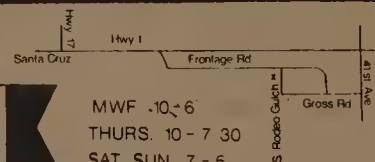
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'84 MOORE 24 Nationals

Congratulations *Tonopah* Low 1st (31 boats)

CREW

Jeff Weiss (Owner)
Will Baylis
Mark Chandler
Dave Bernstein
Ken Bullmann

PHOTO: MIGUEL/KOOKSUN



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MOORE 24

What is racing coming to?

We don't want this to get around, but a major factor in the winning of the 1984 Moore 24 Nationals was — hold on to your beer cans — clean living.

"We were real health conscious," said

ALL PHOTOS BY LATITUDE 38/JOHN

weekend and every Wednesday for the last eight months and really learned to work together to get the most from the boat." This



Dave Bernstein, one of five crewmen aboard Jeff Weiss' *Tonopah Low*. (The others were Mark Chandler, Ken Bullman and driver Will Baylis.) "We just looked at this as something we really wanted to do, so we gave up drinking for a week before the Nationals and got lots of sleep." This pure-and-natural theme also carried over onto the boat, as well. It was devoid of the nuclear sails, photon-drive paint and other high-tech wizardry almost mandatory on top race boats nowadays. "We had no special space age stuff," said Dave. "It was all pretty standard."

Their physical preparation was not. "We did lots of butt-bruising. We practiced every

included a number of trips out under the Gate to practice heavy air tactics and handling — preparation that stood them in good stead for this year's series.

The Moore 24 Nationals consisted of the best six out of seven races on Berkeley Circle over the week of August 6 through 10, and the conditions could not have been better for testing both the boats and crews. Thirty of the little ULDB hot rods from what designer Ron Moore calls "the most active and oldest (10 years) ULDB class going" showed up for the series and, considering the conditions, the fact that 27 finished is a tribute to the design, the boats and the crews.



The first race Monday was the only one that could be considered a light air race, at least in the beginning. This was probably all

The mast on Gail Kinstler's boat developed a warped sense of humor.



Noel Wilson on 'Paramour' (8379) dueling it out with Joel Verutti on 'Mercedes'.





and the boats were really starting to pick up their skirts and fly. *Tonopah Low* and Doug Sheeks' *Bitchin'* (ex-*Twice 24*) with John Kostecki at the helm, traded bullets the first day: *Tonopah* winning the first race and *Bitchin'* the second.

The bullet exchange between these two boats turned into a real gunfight at the OK Corral during the next two days of racing, with each boat winning one race a day until "brutal Thursday". More on that later.

The first race on Tuesday was again a 150 genoa race, but by the second race, said Ron Moore, "it was honkin'" and the large headsails were stowed away for the remainder of the series. The 90's were standard fare from then on.

As mentioned, *Tonopah Low* and *Bitchin'* each won one race on Tuesday, but they were far from the only action on the course. Also emerging from the pack to show their stuff were J. Crosby Swartz' *Quiet Thing II*, with Greg Dorland driving (and former *Tonopah Low* co-owner Bobbo Larson working the foredeck); Scott Walecka's *Adios*, the 1983 champion; and *Ninja*, owned and driven by Paul Sharp.

On the third day (Wednesday), they rested, retired, repaired. Gail Kinstler's boat was eliminated from further competition when it developed scoliosis of the mast. No one is yet quite sure how the extrusion achieved its peculiar "S" configuration. *Relma* lost her stick at the end of the second race Tuesday and was also out. The other 28 boats and crews were still raring to go.

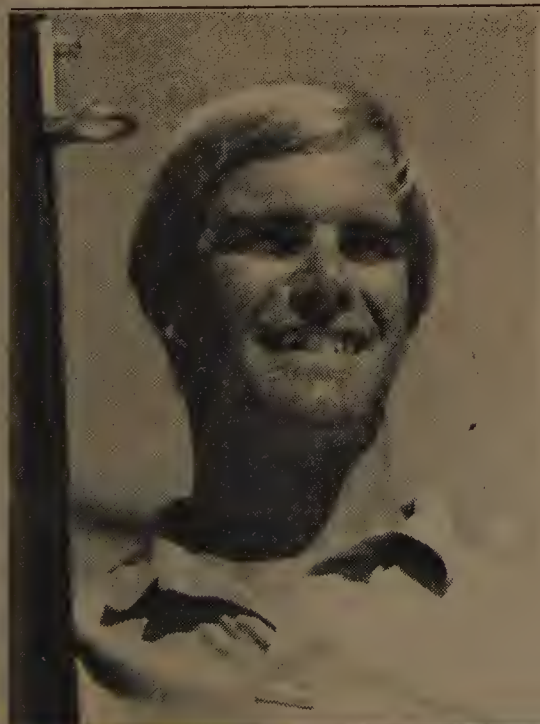
And then came Thursday.

for the best, though, since everyone seemed to have the "first race jitters".

"Everyone was real anxious the first race," said regatta chairman Richard Griffith.

"There was a general recall and a few collisions." By the second race, though, the wind had piped up to a respectable 15-18. The crews were "takin' care of business",

John Kostecki.



The chute goes up as 'Moore Betta' rounds the weather mark.





The Moores really picked up their skirts and flew on the runs.



Will Baylis.

“The hot ticket was to sheet outboard and go fast,” says Greg Dorland of the third day of the Nationals, and go fast they did. The small craft warnings were flying as the gun went off for the 11:20 start of the first race, and by the finish, the wind was really snarling. As anyone who’s sailed the shallow circle knows, that means some wet and wild rides. How wild? “The anemometer (on the committee boat) registered a steady 26 to 28 knots,” says Dick Griffith, “and it touched 30 a few times.”

“It was brutal Thursday,” said Graham

“The Hot ticket was to sheet outboard and go fast.”

Greene, owner/driver of *New Leviathan*. Greene and his crew had trailered the boat out from Dallas for its “first taste of salt water” and ended up drinking plenty themselves on Thursday. Used to slightly calmer conditions, the Texans had a bit of trouble with the waves, which Greene called “completely different” than what he’s used to. Although *New Leviathan* (named, we’re told, after a musical group in Dallas) did not place particularly well, Greene and his crew enjoyed every minute of their trip west. “The best spinnaker runs I’ve ever had,” he said. “We had a blast.”

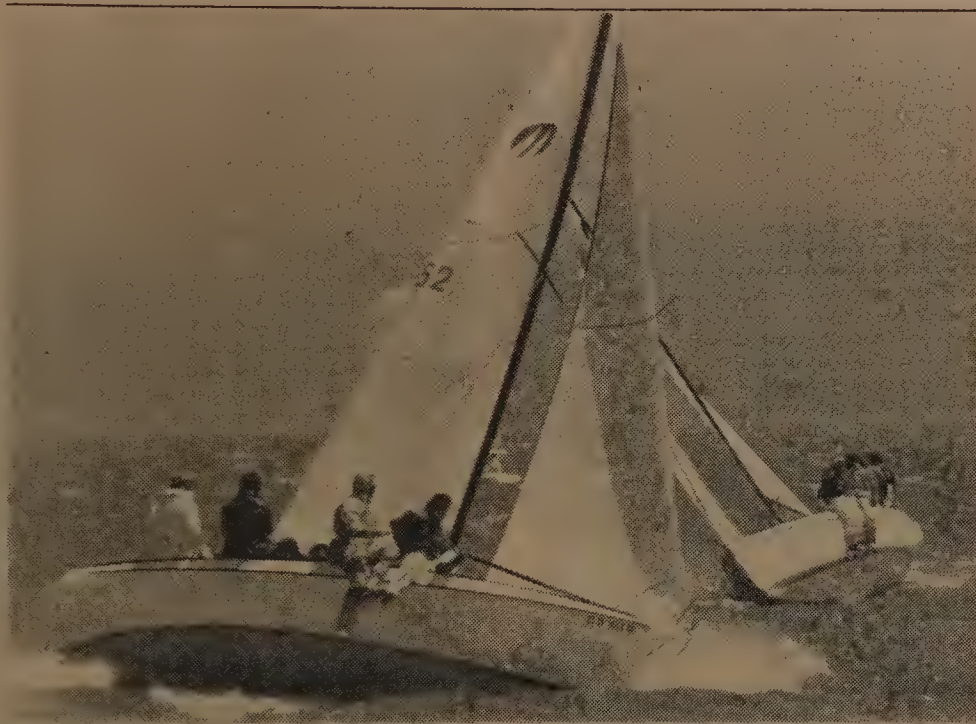
Speaking of blasts, the wind blew even harder on the second race of the day. The three or four Moores that joined the *Latitude*

38 photo boat in the lee of Angel Island after the first race seemed in no hurry to join the fleet when they began regrouping for the afternoon race. When we asked one soggy,

disheveled looking crew eating lunch about their plans, the only reply was “too much wind”.

Greg Dorland’s, “it really blew” is probably





"Do those guys see us?"



Wednesday was a day of rest and repair.

the most succinct (and certainly the most printable) comment on the second race Thursday. It blew so hard that it was all race officials could do to keep the committee boat

in position until it was over. And like the thunder and lightning that always accompanies the monster/damsel/hero encounters in old movies, these radical conditions provided the perfect dramatic backdrop for what Dave Bernstein calls the pivotal point of the race.

"On the sixth race, a lot of people didn't even raise a jib. We were pretty much maxed out, though, and were fourth around the mark. We set our chute and trimmed the

needed to jibe to make the mark." When *Bitchin'* jibed, they rounded down. By the time the boat was moving again, *Tonopah Low* and *Adios* had an insurmountable lead and *Bitchin'*'s hopes for top honors were history.

Tonopah Low did not race on Friday. In 18 to 20 knots of wind, Kostecki drove *Bitchin'* to one more first-place finish in this last race, earning the boat 8 1/4 points overall,

MOORE 24 NATIONALS

PLACE	BOAT	OWNER	DRIVER	POINTS	TOTAL
1	<i>Tonopah Low</i>	Jeff Weiss	Will Baylis	3-3/4-2-3/4-3/4-3/4-DNS	8
2	<i>Bitchin'</i>	Doug Sheeks	John Kostecki	3/4-2-3/4-2-2-3-3/4	8 1/4
3	<i>Quiet Thing II</i>	J. Crosby Swartz	Greg Dorland	2-5-3-3-4-4-5	21
4	<i>Adios</i>	Scott Walecka	Dave Hodges	9-4-4-5-3-2-4	22
5	<i>Ninja</i>	Paul Sharp	Paul Sharp	31-3-5-4-5-6-2	22
6	<i>Moore Batta</i>	Jim Jacobitz, MD	Chris Corlett	4-8-10-7-6-7-3	35
7	<i>Popeye</i>	Jerry Huffaker	Jim Warfield	6-6-17-6-9-8-12	47
8	<i>Mercedes</i>	Joel Verutti	Joel Verutti	12-7-9-15-12-9-6	65
9	<i>Moorean</i>	John Clauss	John Clauss	7-10-8-13-10-11-31	59
10	<i>Spindrift</i>	Roger Paine	Ted Wilson	5-14-11-8-18-17-6	63

boat out onto a plane real fast. I think Mark and Will's surfing abilities really helped here, because they could feel where the boat was on the waves and just dial the boatspeed in. Once we got planing, we could point toward the mark. We passed the other boats and were first to the leeward mark."

Then came the moment of truth for *Bitchin'*, which was coming into the mark even with *Adios*. "They were neck and neck," said Bernstein, "but not planing, so they

Near 30-knot winds on Thursday made for some wild rides.

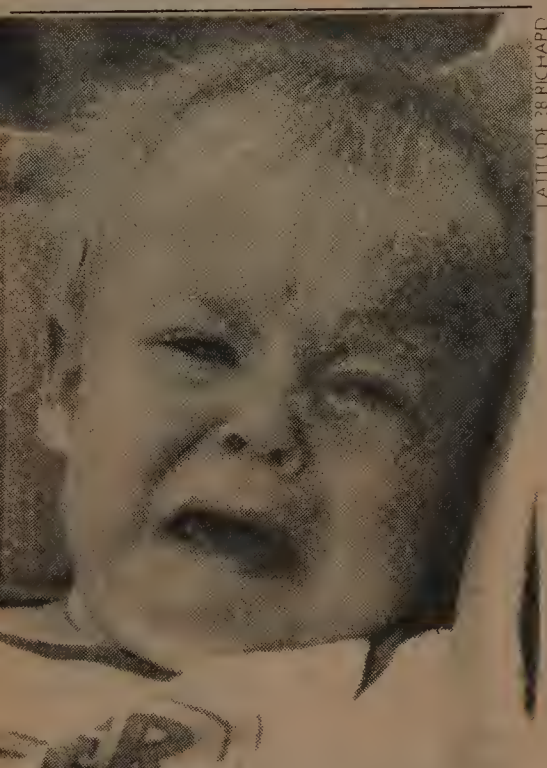
only a scant and agonizing 1/4 point behind *Tonopah Low's* 8.

"We worked for our win," said Bernstein. "We were underdogs, but we had a good attitude, we were healthy, we practiced and we weren't hung over." He extended a special thanks to Larsen Sails and Ron and Martha Moore who were "really supportive" of the whole effort.

By the way, we're happy to report that, the trophy won, the boys from Santa Cruz went back to smoking, drinking, cussing and behaving like 'real' sailors.

MEXICAN

If you're going to be cruising Mexico this winter and are unsure about what your itinerary should be, don't worry. Right on these very pages we're going to tell you where to be and when. It's a subjective schedule to be sure, but it's also one we plan



LATITUDE 38 RICHARD

This skipper waited until January to sail south.

to follow based on cruising Mexico the last three seasons.

Depart San Francisco on October 1

Some people start their Mexico cruise by heading for Southern California in early summer. This is great if you've got plenty of time and lots of money. If you're short on either of the two, however, we suggest you wait. Southern California is very expensive, and it's probably not what you're going cruising to experience.

Besides, by hanging around your old familiar dock until October you can get all those things done on the boat that need to be done in the most efficient manner. You know where to get parts, help and advice around your own dock; can you say the same for Oxnard or Oceanside? Since it's more efficient, it's cheaper to take care of all your projects up here.

Furthermore, if you head south before September 27 you'll miss *Latitude 38's* Cruising Kick-Off Party at the Sausalito Cruising Club. Think of the guacamole you'll be passing up!

Why not wait until November or December to head south? Two good reasons. It

starts getting real cold out on the ocean, and by that time of year you run the strong possibility of encountering heavy southerly weather enroute. That can mean starting your trip with a storm on the nose. If, however, you leave in October, chances are pretty good you'll get following winds, often moderate in strength. There's a good chance you'll miss that wonderful coastal fog, too. Naturally we can't offer any guarantees on this, but the percentages are with you. The two times we did it, we made out like bandits.

Use the entire month of October to sail down to San Diego, trying all the new gear on the boat you're not accustomed to. The vane, the autopilot, new sails, the SatNav — all that kind of stuff. Shake, shake, shake it down while you're in the States and adjustments can be made economically and efficiently.

Also use this period to hone those rusty sailing skills. Work hard on your navigation and piloting so you get your confidence built up. Anchor out as frequently as possible to get used to techniques you'll be using for months on end south of the border. The Channel Islands are a great place to learn anchoring; if you get that wired there you'll be in great shape for Mexico.

Catalina, in the off season, can be a great place to spend a little time. We recommend it. Port San Luis is fun also, a little more off the beaten path.

The only real appointment you have in



VILLIE SPICHTERS

Santa Cruz Island in the Santa Barbara Channel offers a great place to practice anchoring. Mexico's easy after this.

October is at Pacific Marine Supply on the 27th, for their annual Cruising Kick-Off Party. This is where you'll meet people from the U.S. and Canada that you'll be seeing later in Mexico.



Save all of your Mexican paperwork for your arrival in San Diego. The people down there handle any such procedures, while the Mexican officials up here don't know anything about them. Besides the other cruisers in San Diego can tip you off on any new or weird procedural requirements for this season.

Depart San Diego by November 10.

Hurricane season is considered to be over on November 1; if that's the case, why not get the heck on down the line? It's been our experience that you get much better weather heading south of the border early in November than you do in late November or early December. The later you wait the greater it seems the probability of southerly storms — and like we said before, who needs winds and seas on the nose? Obviously you can get them in early November, too, but it seems less likely.

Leaving promptly also means you get south before the crowds do. It also means that you can make it up to the great La Paz cruising grounds before the cool northers set in.

Where to stop along Baja's Pacific Coast between San Diego and Cabo San Lucas? We say don't stop at all. A six or seven day straight shot from San Diego to Cabo is just what the mind and soul need after so much

Cabo San Lucas at Christmas. Not a bad place to be.



VERDE



Going/down the coast is the ideal place to hone those rusting nautical skills. Like rowing.

time in California.

If you must stop, Turtle Bay — about half-way down — is the only good all-weather anchorage along the coast. You can get fuel and some supplies here, but if this is your first Mexican stop you're going to be surprised at how little there is and how primitive it seems.

It's true that two yachties were murdered in Turtle Bay early this summer, but we consider that an aberration.

If you plan to be stopping here or any of the other anchorages — and there are quite a few possibilities — bring some children's clothes to either trade with the local folks or just outright give to them. Adult clothes are fine too, but the *los niños* are special to even the most grizzled panga fisherman.

Cabo San Lucas for Thanksgiving

Cabo is a neat place to hang out — for a while. The town is fun, the food is great, the beaches are beautiful. And let's not forget the body surfing on the Pacific side! Traditionally the early bird yachties — most cruisers are still buying stuff back in San Diego and procrastinating — have a big Thanksgiving celebration on the beach. Invite a few relatives or friends to fly down and

help you celebrate — but make the plane reservation early! Have them book a room at the Mar del Cortez; satisfactory rooms at a

budget price in an assuring setting.

Enjoy Cabo San Lucas, but don't stay too long. You owe it to yourself to see more of Mexico than this cute tourist town.

La Paz for Christmas

Although the pace might be a little swift for casual folks, we suggest you head on up to the La Paz region in early December. It's possible to encounter some strong northers during this period, so pick your weather. Los Frailes is the popular halfway/bad weather stop. The water is still very warm in early December at the terrific cruising grounds from Isla Espiritu Santo to San Evaristo, so making the trip is worth the hustle. Once it cools off, it won't be delightfully warm again until late February or the middle of March.

And you can't wait until the end of December to come to La Paz — by then the strong northers come in with too much regularity to be relaxing. La Paz can get chilly on such windy winter days.

The New Year on the Mainland

You didn't come to Mexico to be cool, so right after the La Paz Christmas celebration on the beach it's time to head for the mainland. Mazatlan or Puerto Vallarta for the new year? We'll give you our recommendation next month when we continue the Mexico Itinerary.

— latitude 38

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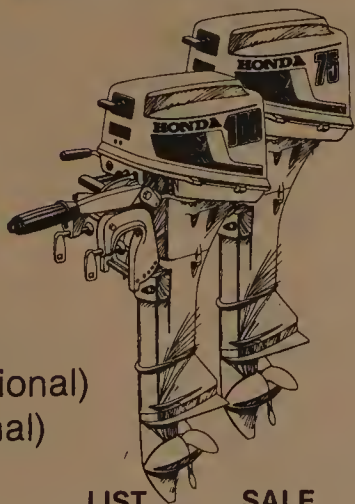
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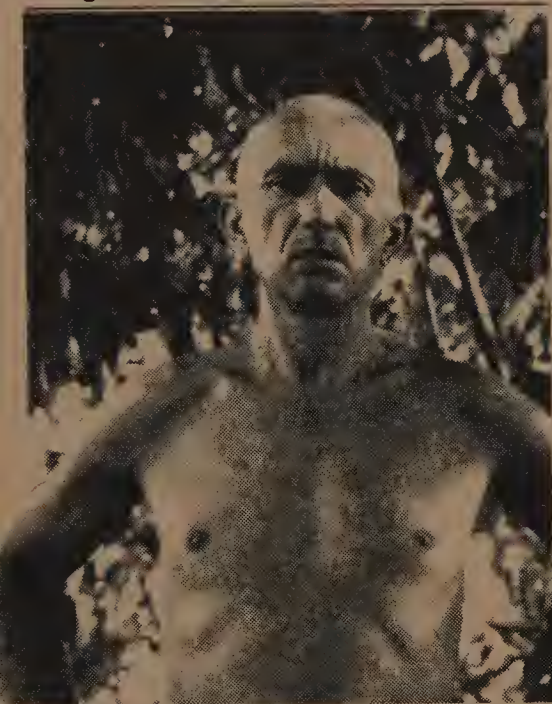
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EQUATORIAL CHALLENGER:

"You have no right to stop here," hollered the official of the Panama Canal YC in Colon when I moved *Nord IV* toward a dock in the small basin. This was a fine welcome for somebody who had been sailing alone for 65 days and whose arrival



Beseiged by problems, Andrew started seeing 'Panama Red'.

had been preceded by three telegrams.

"Let me first say, good morning," I replied, "for that is the way civilized people start a conversation. Secondly, let me say that I have guaranteed clearance to dock in compliance with all your regulations."

The malcontent standing on the delapidated quay tried to smile, probably for the first time in several days. "Good morning, sir," he finally responded. "If you have clearance you must dock your boat up here."

"That's what I'm doing right now," I advised, tying some of my brand new dacron braid around the corroded iron pole. It was clear that my relations with the yacht club were well-established right from the beginning of my stay in this young republic.

Soon an official of Colon Harbor, virtually smothered in the gold of his uniform, visited *Nord* and spread out more forms to complete than can be imagined. Without hesitation he then asked for a "souvenir", meaning my clearance from Cape Town, a unique document with sealed stamps and lions on it. It was a fine document and would have made a great memento. Alas, the official said it was "needed" in the main office, and I never saw it again.

From the official I learned that anyone who wants to stay in the Canal Zone for

more than 24 hours must pay \$18 for a Panama visa — and fill out more forms. (In my mind I envisioned other Colon officials chopping down trees with which to make paper for more forms). I had no choice but to pay the money and get the visa, for anyone who thinks it is possible to get anything done in Panama in less than several days is rich with naivete.

Eventually I made my way to the yacht club, where more Panamanians were waiting with requests for money and more forms to fill out. The berth fee for my 30-footer was 30 cents a foot per day. But in order to acquire one, I had to fill out a form that was longer than a November night. I appreciated, however, how clear the regulations were and how detailed the information describing my arrest if I violated any of them.

As for the facilities, the club secretary, a large smiling woman, started by advising me that "the bar is open 24 hours a day." She told me the club also had showers, a laundromat, and a restaurant. The club secretary spoke a tongue that vaguely reminded me of English.

A born appraiser, I rated many features of the club at three on a scale of five. Among these were the restaurant, which had a wide variety of food at U.S. prices; the laundromat, with two coin-operated washers and one dryer; and the bar. The showers rated a two, and probably remember Harry Pidgeon, the first man to sail around the world via the Panama Canal.

Two things the secretary neglected to mention were the huge workshop open to visitors (I gave it a four), and a wall phone (I gave it a two).

After taking care of my visa and clearing, I was obliged to visit several offices in the town, which fortunately was close to the harbor. Realizing my tasks in town would take me at least a full day, I optimistically initiated several other projects: calling Krystyna collect and talking for an hour (which substantially balanced the budget of Pacific Bell); reporting my arrival in Panama to my boat provider, Ericson Yachts; and checking on two huge parcels of navigation equipment from Radar Devices, Inc. of San Leandro, that should have arrived several weeks before.

"Hi, hi, hi!" laughed the big secretary as I



asked about my parcels. "Saiiiiiilor come, saiiiiiilor Andy ask for parcels . . . sorry Andy, no parcels for you."

Not wanting to start tracing the parcel in 'downtown' Colon, I started making calls to America — with the help of the secretary — to find out which airline screwed up my freight. After several calls I found it was *Varig* — a name I ask you to remember. My next job was to visit *Varig's* headquarters.

Colon is a special town, I will forever remember the stink of it. Most of the houses are ruined and without windows or doors. They look like they are being converted to garbage. The only reason they didn't collapse was because of all the guys supporting the walls by leaning on them with their backs. Their faces — carefully watching me — looked so bad that the mug of Mehmet Ali Agca had the soulful appearance of John Paul II by comparison. There were herds of kids in town, begging mothers, flies in the markets and air conditioning in all the banks. You can buy a bottle of Andre champagne in a Colon market for \$9 or you can hire a girl for any pleasure at a dollar an hour.

Even more discouraging were the offices full of 'fat cats', who labored mightily against the onset of slumber while kids ran through trying to sell endless trails of lottery tickets. It was in such offices that I got an ego boost.



The Balboa YC, near Colon, Panama.

Previously I'd been ashamed that I was only able to type with four fingers, and never more than 150 characters per minute. But in Panama I would have been a wizard, because most employees use only half a finger and hammer out no more than two characters per week.

In town I discovered *Varig* did not have an office there, so I was required to get back on the phone for my freight — as were Krystyna in Montara and RDI in San Leandro. My typical phone call went like this:

"Good morning. This is Andrew Urbanczyk again. I am calling about my freight sent from Los Angeles to the Panama YC by *Varig*. Did you spot it yet?"

"No sir (in heavy Spanish accent), we don't know anything about it."

"But *Varig* was paid for this, and you must find my parcels and deliver them to the Panama Yacht Club" (spoken in a heavily irritated accent).

"Uno momento."

Then silence forever.

Finally, despite the poor phones and language difficulties, I received a note — which cost me \$20 itself — saying that I could pick up my parcels in Panama City — a whole day away — anytime I wanted. Fortunately I was born tough and did not accept this offer. And had I gone to Panama City I

wouldn't have been able to pick it up. More on that later.

Krystyna, RDI, and I continued to bombard different *Varig* branches with the demand that since I paid for the parcels to be freighted to Colon, *Varig* must ship them to Colon and not just Panama City. I personally was not impressed by their argument that they didn't go to Colon, because that's what they had charged for.

My difficulties with *Varig* were by no means an isolated example of the problems in getting things done in Panama. When I told the club official I wanted to haul my boat out to clean the bottom, he said, "No problem, first fill out this form, not forgetting any data about the boat. The cost for the slipway is \$60 per 24 hours. Plus a \$500 deposit."

"Five hundred dollars! What is the reason for this?" I asked.

"It is in case your boat destroys our device," said the official. Although asking a singlehander nearing the end of his circumnavigation for \$500 is like asking a gambler leaving the casino at midnight for \$5,000, the requirement made some sense: the slipway didn't look very sturdy.

"What happens if the device breaks and my boat is destroyed?" I asked the official.

"Read the paper," he instructed. "You

haul out at your own risk."

On other fronts, I had separately hired two guys to find some 1¼-inch aluminum pipe for my new SatNav antenna. When they returned I had to tell them, "No my friends, this is galvanized steel pipe, not aluminum as you have claimed." Two others I had asked to find a sheet of 5/8-inch plywood to build my newest idea, a cockpit berth from which I could hold the sheets and tiller even while sleeping. I had to tell them, "I gave you a ruler to measure, but you have brought me a piece of ¼-inch ply. You must start early tomorrow to look again."

In the terrible heat of Panama, drinking gallons of ice water, spending several hundred dollars a day, I thus tried to push the expedition forward.

At 7 a.m. on a rainy Friday *Nord IV* was at the end of the slipway — on schedule — waiting to be hauled out. "Why," I asked the operator, "did you wait until eight to come?"

"Because," he said quite accurately, "you were not ready." Yes my friends, the two fellows I hired to come help at six did not show up until 9. (Although you pay the club to haul your boat, you also need to hire two helpers). At noon my boat was still in the water despite my best efforts. My helpers were unable to learn how to tie square knots, I couldn't understand what the operator was shouting . . . it was misery!

Colon is
a special town.
I will always
remember the
stink of it.

Sweating from the tremendous heat, and filthy from the slipway tar, from time to time I had to get dressed and row a leaking dinghy over to the yacht club to take phone calls. The calls went like this:

"You must pay 100 percent duty on your freight, which comes to \$5,000. No, we don't care if you will be taking the goods out

EQUATORIAL CHALLENGER:

of Panama, it lacks the 'Transit' stamp so you must pay" or, "There is no aluminum pipe in Panama. But for \$150 we can have it made in Ecuador. It won't take more than three months" or even, "Of course you must pay for delivery of your parcels from Panama Ci-

two hours later the yard boss, sipping a drink, asked, "Are you ready to go back in the water?"

as a smart, friendly, and very polite fellow. Let the boat stay out until Monday! Now will you please pay us \$60 for Saturday and \$60 for Sunday."

Eventually my determination started paying off. Varig finally located the parcels and, after being deluged with calls from a furious nut like me who would clearly spend a decade in Colon rather than pay for the delivery from Panama, agreed to ship it to the yacht club. And after several bloody fights with the customs people, they agreed to mark the parcels as 'Transit' as a special gesture so I wouldn't have to pay duty. Just accomplishing these two things had not been easy, and cost me a hill of money, time, and nerves. But to paraphrase an old expression, at least I could slowly begin to see the light at the end of the channel.

Of course things never go completely well or completely bad. One of the pleasant occurrences was my meeting a German couple who were in the process of sailing around the world. I discovered that they, like my wife Krystyna, were born in Danzig, more recently the Solidarity stronghold of Gdansk. These people became my close friends, and I learned that they had left their *Homebau* in a U.S. mariha for a year while touring the States. They had been fascinated by the country.

A less satisfying experience involved the work on my engine by the "mechanico professionale fantastico". I hired him to replace all the oil and water filters on my engine. When I discovered him pouring oil in the water inlet and fuel in the oil inlet, he explained, "It doesn't make any difference because everything gets mixed in the engine because of the cogs." That was not the end of it. I had only four replacement filters for my boat and needed five; none could be found in Colon. This shortage was complicated when the 'fantastico mechanico' started to crush and smash the very first filter trying to force it in the holder.

"It will never work!" I shouted when I discovered what he was doing.

"It will," he told me. "And if it doesn't, just put several holes in the side with a thin nail and that will allow the oil to go through."

Back on the brighter side, four good people volunteered to help me get *Nord IV* through the Panama Canal locks. And also



"Mechanico fantastico!" or so he said.

ty to Colon. Uno momento . . ." Then endless silence again.

By 1:00 it became clear that *Nord IV* would never be able to slide into the slip cart at this tide. The water was too shallow. Nobody in the club had tide tables; nobody knew where to find them.

"Andy," they concluded with twisted logic at the club, "your boat is wrong." It appeared that my \$60 — and \$500? — plus the cost of the two lefthanded workers and my time might be wasted. Confronting total disaster, I asked the haulout operator what to do. He told me to hire another worker, a diver. Although I had already dove several times to check the bad railway, I accepted his suggestion. The diver turned out to be the operator's good friend. However the diver did the job; he helped ease the cart a few yards further out into deeper water, and with one hand was able to guide *Nord IV* into the cradle.

Still being disturbed by hails, "Andrew, telephone", I started to work on the boat. Hard I worked, not sure if the club would start counting the 24 hours from 2 p.m. Just

"No sir," I told him, "I rented the slipway for 24 hours and we were only able to start cleaning at 2 p.m."

"You are wrong," he informed me, "today is Friday and we always stop work at 4 p.m. on Friday. There is nobody to lower your boat tomorrow."

In the yacht club an officer confirmed the bad news. It was obviously my error, I had forgotten the next day was Saturday. The person who had just deposited money for a 24-hour haulout just laughed, "Poor, poor Andrew."

I didn't do what every cell in my overheated mind told me to do. I did not touch the automatic rifle in my boat. I did not get my Molotov (named after USSR foreign affair minister Viacheslav Molotov) cocktail or my homemade "bazooka". Of course had I, I would have written this story on toilet paper with a rusty nail in a Panamanian jail.

After a long discussion in the terrible heat and growing stress — I was already seven days late — I had proposed that the boat stay hauled out until Monday. "I can live and eat in it even if it tilts 30 degrees," I told them.

"Great," answered the yacht club official, "from the very beginning we recognized you

on the brighter side was a Mr. Kuache, an inconspicuous Oriental-looking gentleman who ran the air freight office. At first he informed me that the "liquidation" of my parcels — which beside electronics contained my Sunday gifts from Krystyna and Friskies for Cardinal Virtue — would cost \$125.

It is my policy never to talk about myself while sailing, never to inform people that I am sailing alone, nor about my goals or my achievements. I do this firstly because I believe it is a virtue to be humble, and secondly because announcing that you are sailing alone in a place like Panama is not too wise.

But if someone like Mr. Kuache, who was driving me from one air freight office to another, is asking, then I will tell them what I am doing. After he heard my story he said, "Well Andy, if you are sailing alone and have sailed alone most of the way around the world, and you are now having troubles in Panama, I have a gift for you."

A key pennant or a wall calendar are the first two things that came to my mind as gifts. Friends, I have been around this world a little, so I am skeptical. But no, he told me he would let the \$125 fee pass. Such a sum was not too much for me, for I had already spent ten-times that in Panama. But such a friendly gesture! Not charging me was worth 100 times the price in friendship to me. I don't know if Mr. Kuache will ever have time to visit San Francisco, but it will be my biggest pleasure to do something for him in the future. Something as valuable to him as his assistance was to me in Panama.

I finally had my parcels, when the customs man came over and said, "Our service is \$20." I placed a bill with Andrew Jackson's face on the table. The officer picked it up, squeezed the bill into a small hard ball, and then slipped it into the pocket of his uniform. "Twenty dollars," he said. "Glad to have had a beer in the bar. Now how about a tip?" Another customs officers escorted the parcel from the air freight office to my boat, making sure I didn't sell any of my gifts from Krystyna or Virtue's kibble on the way.

After going through the Canal, I tied up at the Balboa YC on the Pacific Ocean side of Panama. It costs \$25 a night to tie up at the mooring which are just tires filled with foam. After having a goodbye drink with those who helped me through the Canal, I purchased my Zarpie, or permit to leave Panama. Then I went for fuel and discov-

ered you just can't say, "Fill it up". No, you have to tell them how much you need in advance. Since you never know how much you need, but don't want to be left short, I was told, "Buy more than you need and discharge what's left into the water."

My last stop in Panama was a drugstore, as I had acquired an intense cough after drinking gallons of icewater in the hot climate. "No English," the attractive pharmacist told me. Believing in something I call 'Universal Intelligence' that allows us to communicate our needs with a prostitute in Pyreus as well as the stewards in the third class seats of a flying saucer, I began to perform.

"Multo frigida aqua. Multo ice cream." Then I coughed, heartily enough to shake all the bottles on the shelves.

The pharmacist shook her lovely blond hair, and smiled with lips that were painted as brilliant as the Order of the Red Star. In just seconds she returned with a box of pills. It was *Pas*, a derivative of nicotine acid that had been used in the mid-50's with some success as a treatment for those with severe cases of tuberculosis.

It was a strong breeze that pushed me as the highest peaks of Panama finally disappeared on the horizon. I was tired, dirty, and hungry. My boat was asking to be cleaned, my equipment for proper stowing, and my endless volumes of Panama papers needed to be thrown away. Nonetheless an amazing joy crossed my soul. "Panama is over forever. Yes, forever!" I told myself. "I will never come back." I have visited so many countries in my life: all of Europe, Russia, Japan, Polynesia, Australia, Africa. And each place, be it Kamakura, Wladivostok, Gdansk, Albuquerque, Alice Springs or Pago Pago, I have liked. More than that, I have dreamed of returning. Panama is the only exception. I never wish to see that place again.

As I continue to sail toward my Montara home, I begin comparing the relative difficulties of circumnavigating by the Horn or the Equatorial route through the Canal. As I type my thoughts on the subject I conclude with: "And last but not least, sailing via the Horn gives you the advantage of not going through Panama."



However I am reminded of the time I spent in the Orient on the *Nord III* expedition, wintering there and learning some of the Zen principals by which I would try and lead my life. The idea is not to hate, not to

I was told, 'buy more gas than you need and pour the rest in the water'.

hold onto bad feelings, not to dwell on bad experiences but to find in life what is nice, graceful, and valuable. Thus as I sailed I tried to look back and convert my time in Panama from defeat to success. I sat and tried to figure how to gain something positive from the 14 days lost from my life on bribes, expensive food, endless permits, and unreasonable yacht club fees.

I settled upon the eyes of Silka, perhaps the only really beautiful thing in that ugly place. Silka was the charming and pretty three-year old daughter of Maria. Who is Maria? She is the talented artist that makes the unique Molas.

But even Zen principles are hard to follow after a place like Panama. I've heard that Japan is considering building another Canal between the Atlantic and the Pacific, one that would be modern, straight, and would be able to take even the largest ships. I don't know if this information is true, but I do know they've been able to make better cameras than Germany, silicon chips than the U.S., and silk than China. I wouldn't think a Canal for them would present any special problem.

Anyway from you, my dear readers, I am asking a favor. If you hear that the sons of samurais are starting to dig such a Canal, please give me a beep immediately. I want to help them. With my very own provisions and the biggest shovel they sell at Sears, I would lend all my talents to bypass Panama.

— andrew urbanczyk

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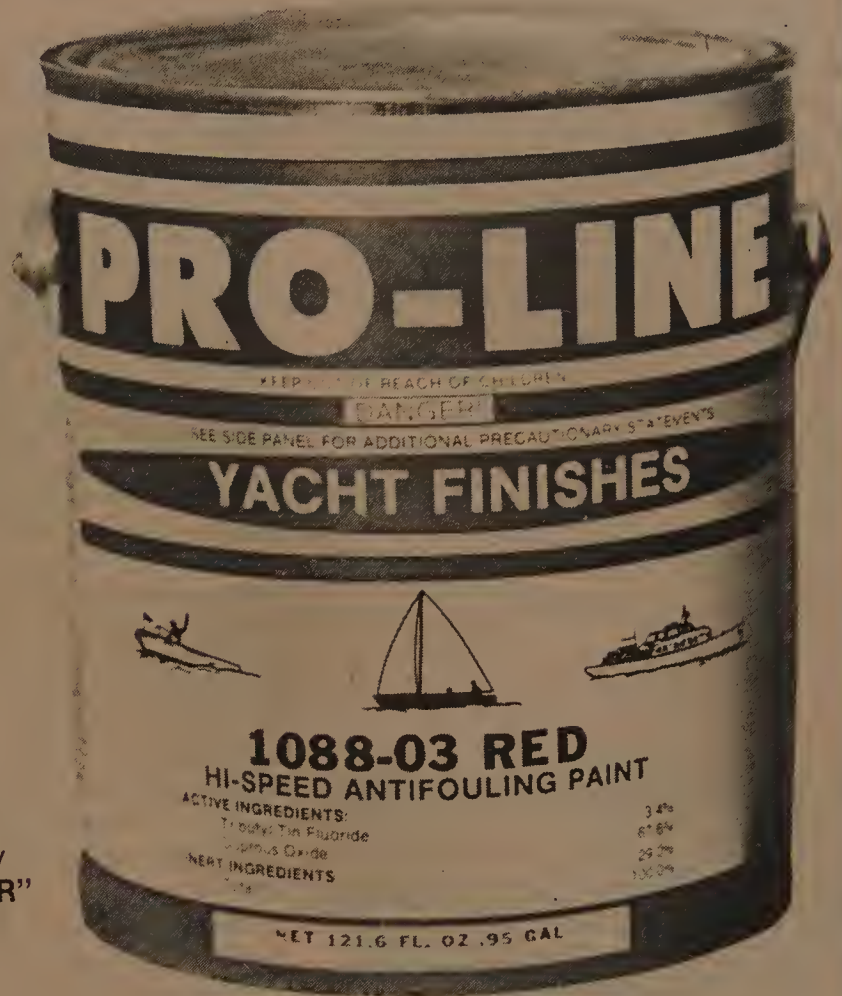
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SAUSALITO

Sausalito has always been a sailor's town. It was founded by William Richardson, a shipmaster, navigator and shipwright, in 1838. Hundreds of working and pleasure sailing craft have been built and repaired on its shores over the past 150 years. San Francisco YC, the first such organization on the West Coast and only the second in the U.S., originally made its home there in 1868. Sausalito has been the point of origin and destination for sailors around the world, and its address is given simply as: "Turn left after you enter the Golden Gate."

At stake is
the character
of the
waterfront.

There is no question that sailing and sailors remain an integral part of Sausalito's waterfront. The existing marinas that line the city's shore are filled to the brim with boats, their masts clustered like trees in a forest. Two more major marinas are planned for the near future, and others are being talked about. Few doubt they could be filled with little problem. The dilemma that faces the city of Sausalito is a bigger one, however. At stake is not the sailor's place, but the character of the waterfront alongside which these boats will be berthed.

The most recent marina addition in

The possible future site of Zack's Marina. Sausalito Marineways is the large white building in the middle.



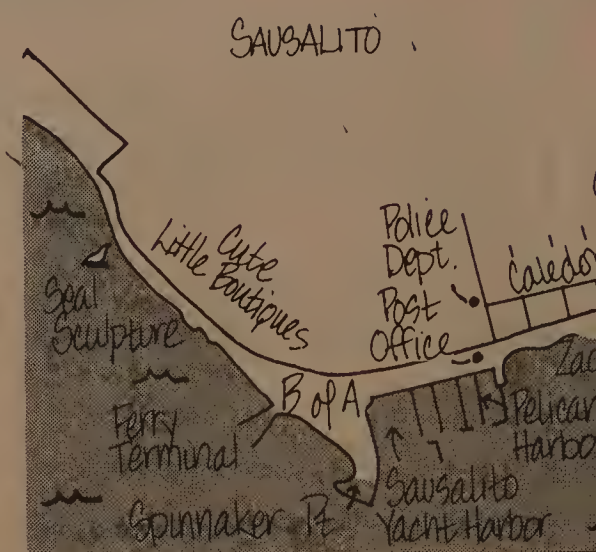
ALL PHOTOS BY LATITUDE 38/SHIMON

Sausalito is the 103 berth facility at Marina Plaza, located between the Marinship yacht harbor and the U.S. Army Corps of Engineers buildings. It took less than eight months for the slips to be rented out and there is now a waiting list. Modern and clean, the Marina Plaza berths offer water and refuse pick up and the option to buy power for onboard use. Also available is a pump-out station with a reasonable user fee (\$10 for berthers, \$15 for visitors.)

For the city of Sausalito, Marina Plaza, of which the marina is a part, has become a battleground in the fight for control of the waterfront. The core of the conflict is onshore, where two modern office buildings rise out of a large, paved parking lot. Also recently completed, these structures, like the marina, contrast sharply with the buildings and grounds immediately to the north. This is the area known as Gate Three and the Marinship Harbor, and it is dominated by the Arques Shipyard, founded after World War II. During the war it had been part of the huge Liberty shipyard which turned out 15 Liberty ships, 16 fleet oilers and 62 tankers.

Dirt streets separate aging wooden buildings and sheds in the Gate Three sector. Cars and trucks ranging from functional to hopeless rest next to rusting metal parts from boats, airplanes and other machines. The residents and workers of this region dress in work clothes, their hands and other exposed skin often blackened from their labors as shipwrights, boatbuilders, salvagers and repair workers. Others are artists, performers, photographers and auto mechanics. Separating their world from the glass and concrete vision to the south is a wire fence, a barrier as dramatic as the Berlin Wall divides the political ideologies of East and West in Europe.

Rick Cogswell is one of the Gate Three population, a wiry man with a face full of



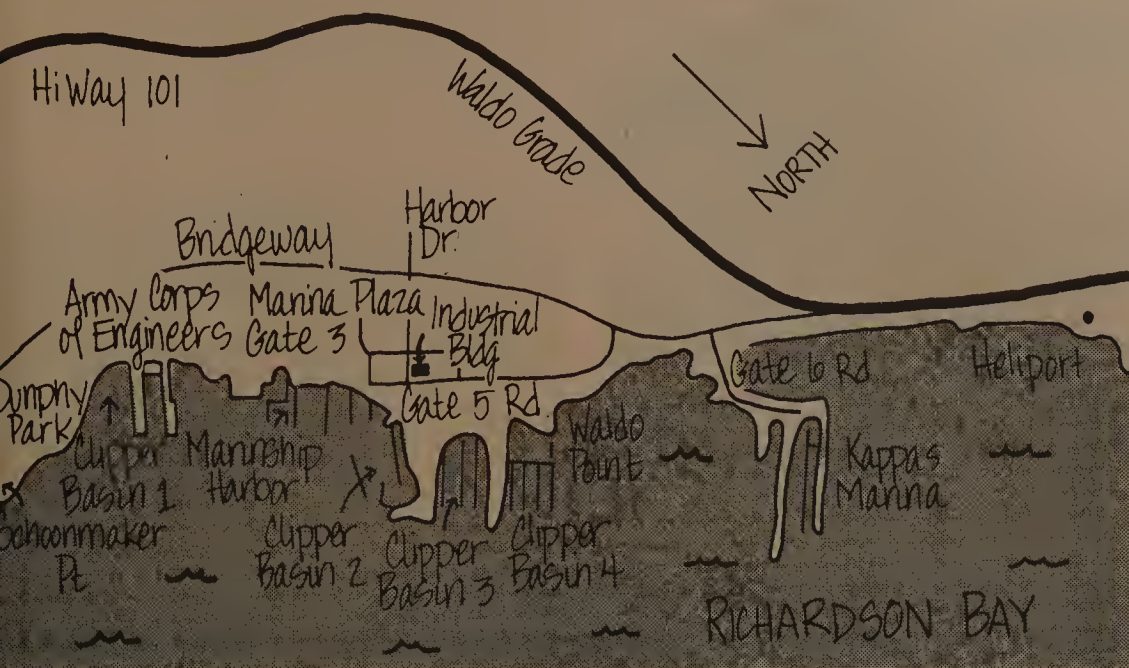
bushy brown hair, topped by an ever present blue sailor's cap. A 14-year resident of Gate Three, he has gone from being a shipwright's apprentice rebuilding a 58-ft schooner to a marine businessman, specializing in haul-outs, repairs and salvage. He is also building a sea-going power boat in a shed near his ways. He owns several boats, including the classic 24-ft gaff sloop *Adelaide* built in 1885 and which he restored in the early 1970's.



Marina Plaza, left, and Gate Three, right, one of the current battle zones in Sausalito.

Rick, his wife Chloe and their two children live on the water, either tied up to the Gate Three pier next to Marina Plaza or anchored offshore.

In July, Rick and the approximately 70 other folks who live on the Arques property received eviction notices. They were given 30 days to move their residences off the property. This action came as an indirect result of a lawsuit filed in May by the owners of the Marina Plaza, the San Francisco law firm of Moran, Kutsko and Mullin (MKM), against Don Arques. The suit claims that safety, health and fire code violations on the Ar-



ques' land, along with its rundown appearances are damaging the value of Marina Plaza and scaring away prospective tenants in the office buildings. MKM is asking for \$144 million as compensation. Arques sent out the eviction notices after an inspection by city and county officials in early June. The Gate Three area is zoned for waterfront use, but not residential, so technically Rick and the others were living there illegally.



The Marina Plaza/Arques suit is just the latest of a series of clashes that have been occurring in Sausalito over the past decade. At odds are at least three identifiable forces, with multiple overlays of special interests and concerns. First, there are those in the city who oppose any development along the waterfront, who want only parks and beaches and unlimited access by the public to enjoy these resources. Secondly, there is an opposing group bent on free growth and no restraints on what landowners can do with their property. With the meteoric rise in land values in the area since the early 1970's, the potential to turn a hefty profit is

great indeed and provides a driving force to this contingent. Third, there are those in between these two extremes who favor a mixed growth policy. They seek a balanced combination of open space and development, a synergistic blend of public access, light industrial use, including a healthy maritime services sector, and some office space.

Cogswell and his Gate Three brethren, as well as several other groups living along the waterfront, obviously support the mixed growth approach. They argue that the skills they offer, especially as skilled shipwrights who can handle a variety of repair and construction jobs, are invaluable to a healthy, productive shoreline community. One example of this would be the restoration of Harold and Anna Sommer's 85-ft schooner *Wanderbird*, a joint effort by many talented workers from the Sausalito area. Another would be the three wooden sailboats, each longer than 36 feet, that have been built and launched in recent years by the Gate Three Boat Co-op. Cogswell estimates that he himself has worked on over 400 vessels in the past decade and a half. The composite figures of he and his fellow marine tradesmen total up to an impressive figure.

An integral facet of their lifestyle, however, is the ability to live close to their work. In most cases that means on boats, either navigable craft or houseboats. The workers are thereby able to survive with a low profit margin, and they provide a valuable security function for their own property and those of others nearby. The heat from the Marina Plaza lawsuit pointed out, not for the first time, that living on your boat is illegal. Currently zoned for waterfront industrial use, the Gate Three area was not intended for residential use.

The rub, of course, is that if the marine tradesmen and their families are forced off their homes, they would be unable to con-

tinue their businesses. "There's no provision for a Mom and Pop-type operation where the proprietors live over the store," says Cogswell. There's also no way he could pack up his things and settle down in a \$145,000 condominium at Whiskey Springs, a modern development nearby on the west side of Bridgeway Street. The implications are quite clear: by forcing the Gate Three residents to move away, the Marina Plaza developers would effectively "clean up" the area. Others call it "sterilization".

These terms are mild compared to those used four years ago. In the early dawn of August 4th, 1980, bulldozers and a wrecking crew working under the direction of developer Jed Boscoe and the approval of the Sausalito City Council, levelled Bob's Boatyard located next to the Napa Street Pier. Those with shops in the boatyard had reportedly been notified of the demolition, but many were caught unprepared and lost tools and equipment in what has been referred to



Rick Cogswell.

as a Gestapo-like operation. A woman artist living in the yard, whose works were on display at the Marin Civic Center at the time, was so shaken by the experience (she awoke to axes crashing through her ceiling) that she suffered a nervous breakdown.

Bob's Boatyard, like the Gate Three area, was a center for boatbuilding and re-

SAUSALITO

pair. It housed one of the few facilities for steel construction in the area, and was the birthplace of the *Mystic* and the *Merriweather*, a pair of fishing sailboats currently berthed at the Napa Street Pier. Also similar to the Gate Three set-up, many of those who worked at the yard lived on their boats nearby. Before the 1980 raid, developer Boscoe had fought with the City of Sausalito over the rights to the pier and had lost. The tenants thereby went from legal, rent paying residents to illegal squatters. The destruction of the boatyard, which was run down and in violation of city codes, was seen as a way to displace the "outlaws".

Some of the residents of the Napa Street Pier did leave after the raid, but about half of them stayed. Organized as the Galilee Harbor Community Association (GHCA) — the wreck of the schooner *Galilee* lies just north of the pier — the 40 boats and 75 residents are now searching for a way to preserve their livelihoods and lifestyle in Sausalito. They've worked out an agreement with the city to come up with a relocation plan by April of 1985.

"It's a real struggle for survival now," says Susan Frank, a dark-haired, determined woman who's acting as project coordinator for the relocation and is a former houseboat resident herself. The members of GHCA feel they are a valuable asset to the Sausalito community, but without a way to live near their work and not be overwhelmed by skyrocketing rents, there's no way they can stay around.

One possible solution for the Galilee group is to be integrated into the 194-berth marina slated to open just north of Schoonmaker Point in 1986. With funds raised through private and public sources, the

especially with the addition of the Schoonmaker Marina and also one planned near Zacks Restaurant to the south.

Both of these marinas have been years in the planning stages. Dusan Mills, the ruggedly handsome general partner of the group that owns the Schoonmaker property, says they've been working on theirs for four years, and have even solicited public input as to the best use of the waterfront. Mills is an Australian immigrant who arrived broke in

great deal of attention paid to the mixed growth concept. Besides the area set aside for the GHCA, there are provisions for 24-hour public access, 12 free slips for Sausalito fish boats to tie up on the outboard side of the marina's floating docks (there would be no solid breakwaters to interfere with the public's view of the water), and two acres of open beach donated to the Sausalito Land Trust, a non-political group that holds title to conservation easements. There would



Above, the beach at Schoonmaker Pt. was created with dredgings from the BART tunnel. Below, Napa St. Pier.

Sausalito 12 years ago, having spent time on charter boats in the Caribbean prior to that. He set up shop teaching navigation and operating Wave Traders, a marine store next to the Napa Street Pier. He later became involved in real estate and has since increased his net worth many times over. He now owns the stately 55-ft yawl *Xanadu*, a fre-

also be an ongoing historic ships reclamation project on one of the piers, an acre of open water for windsurfers, kayakers and other small boaters to access the beach area, and a one acre marsh reclamation on Mono Street (where the wreck of the *Galilee* now rests).

Mills received the okay from the Sausalito City Council to proceed with the marina in February, one day before a year long moratorium on development was slapped on the whole Marinship area by the city. This approximately 200-acre parcel includes everything from the Schoonmaker property to the city line at Gate Five Road and Bridgeway. During this time city planners, working with the public, are conducting an intensive Specific Area Plan to determine the best way to zone the area. "Sometimes certain areas have special problems that can't be addressed in the general plan," says Walter Stewart, who is orchestrating the project. "Here we see in one small area a lot of issues facing waterfronts all across the country. There is pressure between expensive housing and office spaces against the less affluent marine and other community services, which are threatened with being driven out of town. There's an opportunity here to create a model for other towns and cities to follow."

Zack's harbor has not yet received final approval, according to Gordy Hansen of Zack's



GHCA would buy a section of berths for their boats and pool their talents into one economic unit. They would offer rigging, engine and boat repair, sailmaking, cabinetry services, as well as welding and riveting for steel boats. According to Susan Frank and others, the need exists for these businesses,

quent sight on the Bay. "I still have a soft spot in my heart for the Galilee Harbor area, though," he says, "and the people who live and work there."

The Schoonmaker marina reflects a



Chris Lamb, left, and Susan Frank of the Galilee Harbor Community Association.

Inc., the developer. The Sausalito Planning Commission has given provisional approval based on a change in the parking space/berth ratio. With a fixed allotment of 142 stalls for autos, the marina will most likely have 220 berths, says Hansen. He adds that they've wanted to build the marina for ten years and have spent the last one and a half in the permit process. He's of the opinion that the people in town want the marina, but "there are a few malcontents who don't want anything".

Like the Schoonmaker Marina, Zack's has devoted considerable space to public access and use. There will be view areas at Pine and Litho Streets, public piers, restrooms, parks and full access during the day. On the water there will be 900 feet of dock space for visiting boats, access from the shore to water for skiffs and small boats and two pump-out stations. The dredging for the marina would help keep the Dunphy Park Basin from silting in, and they are also offering an area for the city police and fire boats if Sausalito ever gets them.

Even with all these amenities provided for the public good, there are those in Sausalito who still have reservations about essentially lining the waterfront with boat parking stalls. Mayor Alice Rogers, whose

"Diversity is the key to our aliveness in Sausalito."

one-year term runs until April of 1985, is one of those. Important to her is the effect on her city's overburdened streets. "People say marinas don't generate traffic," she notes, "but most boaters are driving to and from their boats on weekends. That's when our tourist flow is the heaviest."

Rogers recently toured the waterfront with a group of officials from the Waterfront Council in Washington, D.C. They had a

chance to talk with many of the key players involved in the game. In talking to some of the marine services people who've been around longer than the Gate Three and Galilee groups, such as sailmaker Peter Sutter, and boatyard owners Hank Easom and Myron Spaulding, Rogers came away with a mixture of impressions.

"I get the feeling from some people that enough is enough," she says, "and that we really don't need more marinas. Most of the established support businesses are quite busy now. Others don't mind more boats and services. What I found interesting, though, is that there's little cohesion between the two groups of marine service workers. I think it's going to take widespread participation to maintain, develop and preserve the character of the waterfront community."

Peter Sutter, who has been making sails in the Marinship for 30 years, corroborates Rogers observations. "There's a point at which you just have to stop," he says, "and maybe we've reached it. How many sailmakers, canvas shops and boat repairers can you have?" None of the existing businesses have a high-profit margin, because rents are so high, he explains. The only way to cut up the pie even further would be to lower property taxes so the landlords could ease up on them. Sutter also feels that Sausalito has become a little too "yachtie" recently. He'd like to see a first-class fish harbor developed as well as a good steel shipbuilder which could turn out fish working boats in the 100 to 150-ft range.

"Diversity here in Sausalito is a key to our aliveness," says Dusan Mills. "We're like a big family that squabbles all the time. We also wouldn't want it any other way."

The conflicts are not limited to the city limits either. The Waldo Point area, for example, just north of Marinship, is on county land. It has been the scene of many confrontations between developers and houseboaters, some of which were quite violent around the time of the Bob's Boatyard raid. Like the Galilee group, the Gates Co-op group at Waldo Point is in the process of working out a viable solution.

And then there is the whole issue of liveaboards versus the Bay Conservation and Development Commission (BCDC) and other governmental agencies. The BCDC's recent report on liveaboards and the Special Area Plan (SAP) for Richardson Bay have come down hard on those who anchor out or reside on docked boats with no sewage and grey water hook-ups. Even if Sausalito finds a way to integrate the Gate Three and Galilee residents on the waterfront, this regulating hurdle must be cleared as well.

"There's been hysteria over poop in the Bay since the 1960's," says Rick Cogswell, "but that's an issue that can be cleaned up fairly easily. As for grey water, I've seen pleasure boatowners at Marina Plaza rinse more detergent into the Bay in one after-

SAUSALITO WATERFRONT

NORTH OF THE BORDER

While the City of Sausalito technically ends at the intersection of Gate Five Road and Bridgeway, the waterfront area north to the Richardson Bay Bridge is usually associated with it. Waldo Point Harbor has been a houseboat marina for many years, and Kappas Marina at the end of Gate Six Road has also catered to pleasure boats. Both fall under the jurisdiction of the County of Marin, however.

Kappas, owned by the Steckler-Pacific Co., has been trying to expand and rebuild since 1978, but found their plans were not feasible with the 159 existing berths. They asked for 398 slips, but have now agreed to the County's limit of 220. Dredging starts in mid-September, and will increase the depth of the harbor as well as create a 100-ft wide navigable channel all the way to the Army Corps of Engineers building near Schoonmaker Point. According to Steckler-Pacific, the new concrete docks, some of which could be available as soon as early 1985, will have dock boxes, water, electricity, and telephone hook-ups. Onshore, there will be

public restrooms, showers and parking for 115 autos.

In order to re-do the docks, Kappas had to evict the present tenants of the marina, giving them 30 days notice to find another place to berth their boats. Not all of them were happy with that move, especially since finding a slip in Marin County is not the easiest thing to do. Steckler-Pacific says they will rank their previous tenants according to seniority and offer them first crack at the new berths. Rates will have risen at that point from \$3.95 to perhaps \$6 per foot, so not all of them may be willing or able to move back in.

According to Scott Hochstrasser, senior planner for Marin County, the new Kappas Marina will not be allowed liveaboards, although he's heard the owners would like someone there around the clock for security. Hochstrasser adds that the County Board of Supervisors have adopted the Special Area Plan prohibiting liveaboards, and that they may designate anchorages for extended stays by cruisers.

noon than I use for my dishes in a year!"

Cogswell asks if sewage isn't the real problem, then what is? He suggests that it's the private use of a public resource, the water. One solution might be a user fee for anchoring out, like campers pay at a national park. That would be fine for the weekend yachting crowd, but fails to solve the problems for liveaboards.

With fall hearings scheduled for the Special Area Plan, the presentation of the findings from the Marinship Specific Area Plan due this winter and the ongoing Marina Plaza/Arques lawsuit, the near future in Sausalito promises to be an interesting time. Many feel the rich character of the waterfront which has made the city a center for maritime activity for over a century is at stake. How to balance that heritage with the demands of the present and future is the key issue, and satisfying the multiple needs of Sausalito's citizens can set an example for others to follow.

— latitude 38 — svc

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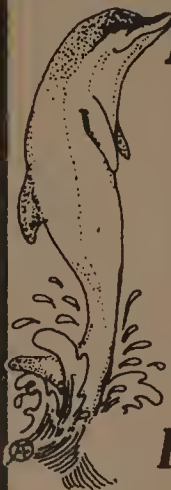
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TOWING

ALL PHOTOS BY LATITUDE 38/JOHN

How us a boatowner who has never needed a tow and we'll show you a boat that spends nine out of ten weekends growing to the bottom in its slip. Let's face it, with the jillion and one things that can go wrong with the 1,000-odd boats out on the Bay on a typical summer weekend (and the typical boatowner's tendency to put off needed maintenance "one more weekend"); it might be considered a small miracle that as many make it back to where they started. Sooner or later, it seems, everyone needs to be towed in.

Back in the idyllic and not-so-distant past, this situation was not usually cause for undue alarm or expense. In most instances help was never far away and the biggest health concern was injured pride. Most of the time, all you needed to do was hail a fellow boater or, better yet, get on the horn to the Coast Guard and have them send a boat out for you. "Convenience tows", as the Coast Guard calls them, used to account for more than 50 percent of all towing cases, and over the years dead batteries, empty fuel tanks and the absence of wind have indirectly cost beleaguered taxpayers millions and directly cost imprudent boaters nothing.

Well, the party is over. The Coast Guard will no longer tow boats in "non-emergent" situations. Instead, they will refer such cases to a growing number of commercial towing and salvage firms that will charge you — dearly, in some cases.

That's non-emergent as in "not considered an emergency", not as in the state of your watch relief who has yet to roll out of his bunk. And in regard to that, let's set to rest a few fallacies. First, the Coast Guard is not abandoning anybody. In an emergency



Harry Perdue.

situation (or a non-emergent when no commercial firm can respond) they will dispatch a boat immediately. Second, they are not doing this to "cut back" or "remove themselves from the recreational boating" scene. The Coast Guard has always had a

Bob Coy crews for Harry Perdue on tow jobs.

policy of non-interference with commercial enterprise and that policy has simply been specifically extended to include commercial towing of recreational boats. Lastly, all this did not come about "all of a sudden". Although the official notice to mariners came out only a few months ago, the Coast Guard/commercial tower/recreational boater situation of today has been evolving for at least two to three years.

Several factors have contributed to the present state of affairs, not the least of which is the continuing recreational boat boom. With the increase in the amount of boaters with, shall we say, limited experience, came an increase in the need for convenience tows and the golden opportunity for commercial towers to make their move into the recreational boat towing business. (At this point, most of the firms offering recreational boat towing services are commercial salvage firms. Commercial towing of large vessels, such as that done by tugboats, has of course been commonplace for many years.) About the time these folks began arriving "at the scene", demanding the tow jobs and reminding the Coast Guard crews that they were interfering with commercial enterprise, budget-minded boat and non-boat owners were making nasty noises about all those tax dollars being spent on non-emergent towing. The matter finally found its way to the Office of Management and Budget in Washington, D.C.

"The primary impetus for the change was the OMB study," says Captain P. Resnick, chief of the Search and Rescue branch of the 12th Coast Guard District. "They pointed out that the Coast Guard does not have a requirement to assist in non-emergent situations, and that it was wasting taxpayers' dollars to assist people who were not in distress. Eventually, there was a restatement of Coast Guard policy not to be involved in these situations; not to compete."

All that was music to the ears of commercial towers and a sour note to disgruntled boatowners, most of whom learned about the ruling the hard way.

Today, the Coast Guard maintains a list of certified towers who they contact whenever a non-emergent towing situation develops and the boat's skipper has not made other arrangements. And we're not talking about some between-season fishermen out to make a few extra bucks here. Coast Guard





towing qualifications are rigid, and at this writing, only five towing firms in the Bay and Delta area have the equipment, personnel and expertise to have qualified.

Let's look at a typical case as it would evolve today. The owner of *Procrastination*, an Everyboat 29, has radioed the Coast Guard that he has lost his steering near Angel Island. An experienced weekend sailor, the owner dutifully informs the watchkeeper that he has his wife and two children all of whom are fine, aboard, and that he has dropped his sails and anchor, which seems to be holding. It is 1400 on a sunny Sunday afternoon.

From what the owner has told him the Coast Guard watch commander has determined that *Procrastination* and those aboard her are in no immediate danger. Before he declares the case non-emergent, however, he turns to his tide and weather tables. When are the next high or low tides and how will they affect the boat? What about wind

strength and wave height; are they increasing in the area? What about visibility? When does darkness fall? What is the current temperature? Can a commercial tower attend to the situation before fog, darkness or deteriorating weather changes its status? As stated on page 5 of the Twelfth Coast Guard Notice to Mariners No. 32 (10 August 1984), "If bad weather, darkness or reduced visibility is a factor, the Coast Guard will respond regardless of the capabilities of others."

Everything checks out, though. The watch commander informs *Procrastination* that, under current policy, his situation is considered non-emergent.

C.G.: "Do you have a friend, yacht club or marina you would like us to contact, because under current policy, we cannot assist you."

P'nation: "You don't assist? Why are you guys abandoning us all of a sudden? How am I supposed to get in? I don't know anybody else that will give me a tow."

C.G.: "Do you desire commercial assis-

Incidences of boats running out of fuel have decreased since commercial towing came on the scene.

stance? If so, do you have a contract with a commercial salvor you would like us to contact or would you rather we contacted a commercial salvor for you?"

P'nation: "Commercial? That costs money. I want you guys to do it."

C.G.: "Under current policy, you are considered non-emergent and we cannot tow you."

P'nation: "All right, yes. Please contact someone. I can't sit out here and argue all night." (I knew I should have replaced those steering cables. I was sure they'd last just one more weekend . . .).

C.G.: "Stand by."

The Coast Guard will then contact the qualified commercial towing firm nearest the vessel, usually through the Marine Exchange, a sort of clearing house for salvors. The next call the *Procrastination* gets is from Harry Perdue of Small Boat Salvors, the on-

TOWING

ly Coast Guard-certified towing firm south of the Carquinez Bridge. "We charge from portal to portal," he informs *Procrastination's* owner. "In other words, you pay from the time I leave Sausalito to the time I get back. Our rates are \$75 an hour and we will come and get you anywhere on the Bay or, weather permitting, out the Gate 15 miles. There is a surcharge for anything past Point Bonita Rock and a night differential . . ."

There goes the dinner at the Rusty Pelican.

"Roger," comes the reply. "Come get me home."

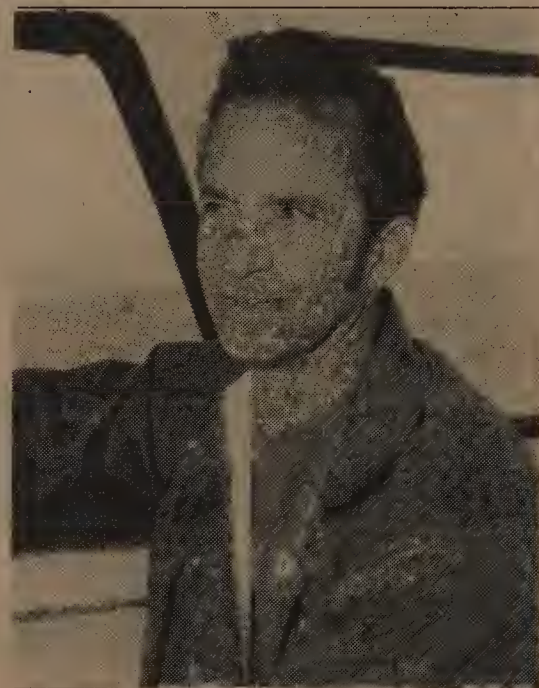
Even non-emergent "towees" have not been abandoned by the Coast Guard. From the time the "contract" is made to the time that boat has been returned either to its slip or "the nearest appropriate mooring", the Coast Guard monitors each phase of the operation to its completion. The boatowner then pays the commercial tower and everybody goes away happy.

As you might expect, there are several variations on this theme. An obstinate owner

ing reduced rates.

"I'm not against someone trying to save money," says Perdue. "But use some common sense. Don't be penny wise and pound foolish. Someone who quotes you a cheaper rate may have to come from farther away. He may come out to you at 8 knots instead of 18. A cheap boat operates cheaply, but it may cost more in the long run to the person being towed." His partner, Dennis Greenberg, adds that anyone who finds himself in this situation "should not hesitate to confirm with the Coast Guard that the vessel offering assistance is Coast Guard certified. If it is not, you may refuse the service and so advise the Coast Guard."

Say a thick, unexpected fog suddenly rolls in, or the temperature drops dramatically, or the wife on *Procrastination* is getting tired, scared and a little hysterical. In other words, the situation goes from non-emergent to emergent. In these cases, the Coast Guard may either take over the tow completely, or "share" it, say by removing the hysterical



Dennis Greenberg.



Alongside towing is used for maneuvering in tight quarters.

might insist that things be done his way, for example. Perdue replies to this attitude by saying, "We aim to please. If a boatowner starts shouting orders, I tell him, 'I will do it any way you want, but you cannot hold me responsible for any damage.' The first thing most knowledgeable skippers say is 'What do you want me to do, Cap?'"

A stranded skipper may also receive more than one call, or look up to see more than one tower arriving on the scene, each offer-

woman to the cutter and allowing the commercial tower to continue with the non-emergent part of the tow.

Okay, so how do these guys get off charging \$75 or more an hour? What do you get for your money?

Well, in the case of Small Boat Services (and other towers operate with similar equipment), you get either a Wellcraft 25 or a custom-built Farallon 25 with two 150-horse

engines apiece and heavy duty everything. Each boat carries an operator, at least one trained crewman and 600 feet of 3/4-inch double-braid towing hauser. The boats consume \$40 to \$50 worth of fuel an hour, and cost about \$10 an hour to insure, but they're capable of getting there and back at 18 knots and horsing around any pleasure craft under 65 feet.

The commitment, skill and knowledge is also heavy duty. Dennis Greenberg is stocky, intense, purposeful and dead serious about the towing business. To give towers a stronger voice, he has formed the West Coast Marine Services Association, and had served as a consultant to Milton Marx on a towing bill now before the state congress that would define the issue — for boaters and towers — more clearly. Harry Perdue is a wiry, weathered retired Coast Guardsman with a perpetual cigar in his mouth and more search and rescue experience under his belt than Batman and Robin combined. Dennis works the South Bay from Oyster Cove; Harry the North Bay from Sausalito. They're dispatched from a high-powered radio station in Union City.

Any firm assigned to tow a recreational boat assumes full responsibility for depositing that vessel and its occupants safely back where they belong. (That's why the insurance is so high). Most firms will dive on boats aground to ascertain damage before they're pulled free. If the boat is hard aground, or

high and dry aground, they'll hire tow trucks, cranes, helicopters (all at extra cost), anything it takes to get that boat back where it goes or their "no cure, no pay" policy says you owe nothing. Racing boat with no substantial towing cleat? No problem, Harry just rigs the towing harness to the main cockpit winches. Fishing boat high aground on Ocean Beach? Dennis will have a crane out there and will call the manufacturer in Florida to make sure the deck and towing eyes won't pull out when it's lifted."

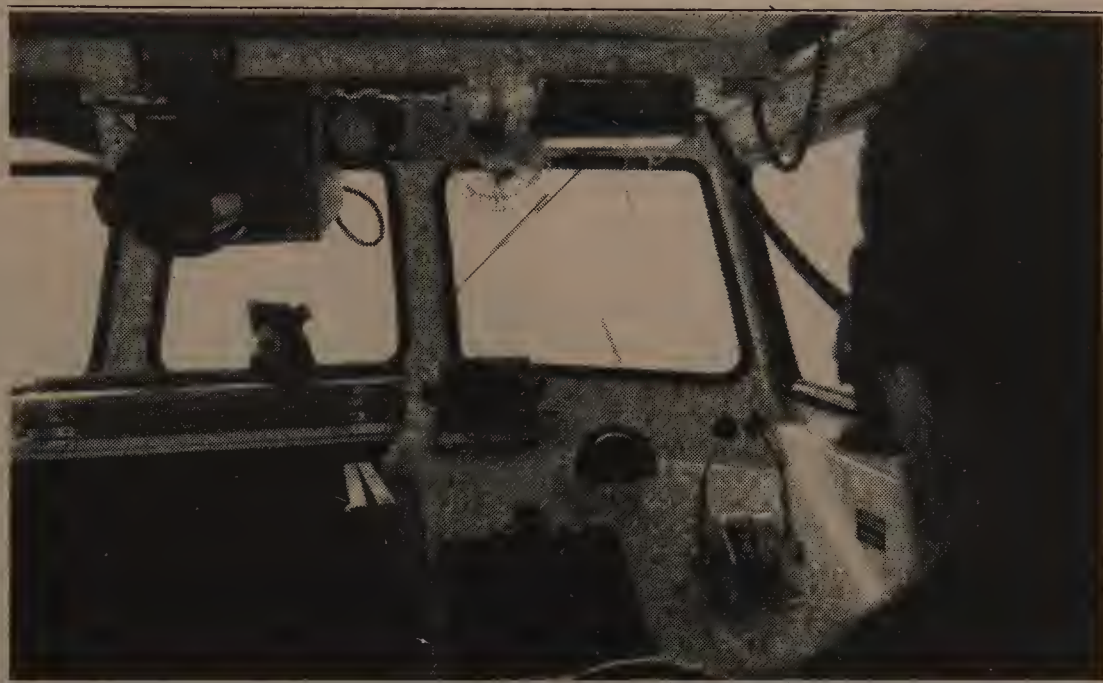
Sometimes it takes all a tower's resources just to find a boat. More than once we heard, "Rarely do you find them where they say they are."

"You have to figure out what they mean, not what they say, like the guy who reported that he was on the leeward side of Angel Island, off the south shore," says Harry, pausing to let the contradiction sink in. "I finally found him between Southampton Shoal and Richmond. What he meant was 'I'm on the leeward side of Angel Island and my compass is pointing toward the south shore'."

What all this boils down to is that commercial towing has finally (and logically) found its way into the recreational boating community. Some people marvel at the fact that it's taken this long. After all, when was the last time you saw a CHP black and white towing a car off 101? Like the Coast Guard on the water, the CHP is there on the road to keep law and order and assist in emergencies. In non-emergent situations, a commercial firm does the towing.

To take this comparison a step further, we called a few towing firms in the city to find out how landlubber towing prices compared to those charged by waterborne firms (which, you will recall, run about \$75 an hour depending on the firm). Flat rates for towing an automobile within the city of San Francisco run about \$40. To rent a tow truck on an hourly basis runs around \$70 to \$85. To tow a car from San Francisco to Sacramento — about a two-hour trip — runs from \$200 (daytime) to \$270 (nighttime, weekends and holidays).

Alternatives to towing? The most obvious is to keep up the upkeep of the boat so as to minimize your chances of getting stranded. The tower's fee for the hour out and hour back could have put two new batteries in your bilge. Another obvious alternative is that the Coast Guard will tow you if they



consider your situation an emergency or potential emergency, if a commercial tower is not available, or simply if they want to tow you as a training exercise. But even then, you might not get something for nothing. True, you don't have to pay the \$350 an hour it costs to operate that 41-foot cutter, but the Coast Guard has, and usually exercises, the right to inspect your vessel for safety violations. If they find any, depending on the situation, they can suspend your use of the vessel until it's up to snuff and fine you, as well. Admittedly, heavy fines for missing safety gear are few and far between, but there are boatowners who have had to pay up to \$500 for each lifejacket they were short.

You must also consider that the Coast Guard is not required to take you where you want to go, only to the "nearest appropriate mooring". Technically, that can actually be in the opposite direction of your home harbor. You then, of course, either have to deal with your vessel's malady there (while paying dockage) or have it towed back from whence it came. Commercial towers, of course, do not inspect your boat for safety equipment and will take you anywhere you want to go — for a price.

If you've managed to read this whole article without hooking up the battery charger, filling your tanks, replacing a worn fitting or two, buying an up-to-date chart — or at least thinking about doing any of these things — tsk, tsk. If you're still out there muttering profane things at the page and the state of things in general, though, take heart: things are looking up for the future.

For those of you interested in the business

Radar, RDF, VHF, and CB all help towers find misplaced clients.

from the receiving side of the coin, "The business potential is there," says Harry Perdue. "I look for this business to peak in seven years and then level off." For those of you (us) on the spending side, auto club-like organizations are now in the planning stages that, for an annual fee, guarantee a tow (or two or three) when you need it. Yacht clubs and marinas may join in eventually with localized service to members, and at least one insurance company already has towing fees written into its coverage. Undoubtedly the most interesting fact to come out of the situation thus far, though, has been the decrease in the number of calls for tows for really dumb stuff.

"We're already seeing people being a little more careful," says Captian Resnick. "Fewer people are letting batteries go dead or running out of fuel because they know they won't get a free tow."

And one salvor's comment that "we wouldn't get near the business we get if people buy charts and read them" speaks for itself.

If this treatise seems to contain about three times more material on towing than you ever wanted to read, maybe you're right. This subject is, however, a major source of confusion and irritation to boaters nationwide at the moment, and we felt it merited the depth with which we've treated it. You also have to admit that if you read it all the way through and still haven't charged those batteries, you can't say we didn't warn you.

— latitude 38 — jr

"San Francisco?" asked the driver of the small four-door import as he pulled into the bus stop, leaning over to roll the passenger side window half way down. It was Monday morning, and I was waiting for the bus to the city. I nodded and climbed into the back seat.

We waited for half a minute for another commuter to show up, then the driver impatiently sped off to the next bus stop in search of the third person that would allow us to use the carpool lane and bypass the traffic jam at the Bay Bridge Toll Plaza.

Still no luck. We could see the bus a few blocks ahead, depleting another bus stop. But after a few daring lane changes and reckless turns we were ahead of the bus, and cruised into the next stop to pick up the needed rider.

Two commuters got in: an older woman in front; and sharing the back seat with me — none other than my naval architect friend, Lee Helm.

"Good morning, Lee," I said. "Back to a nine-to-five schedule?"

"Oh! Hi, Max!" (She hadn't recognized me until I spoke) "Nine to one, actually. No morning classes this semester."

"Sounds like a nice schedule. How was your weekend?"

"It was okay. One day of windsurfing and one day of IOR racing."

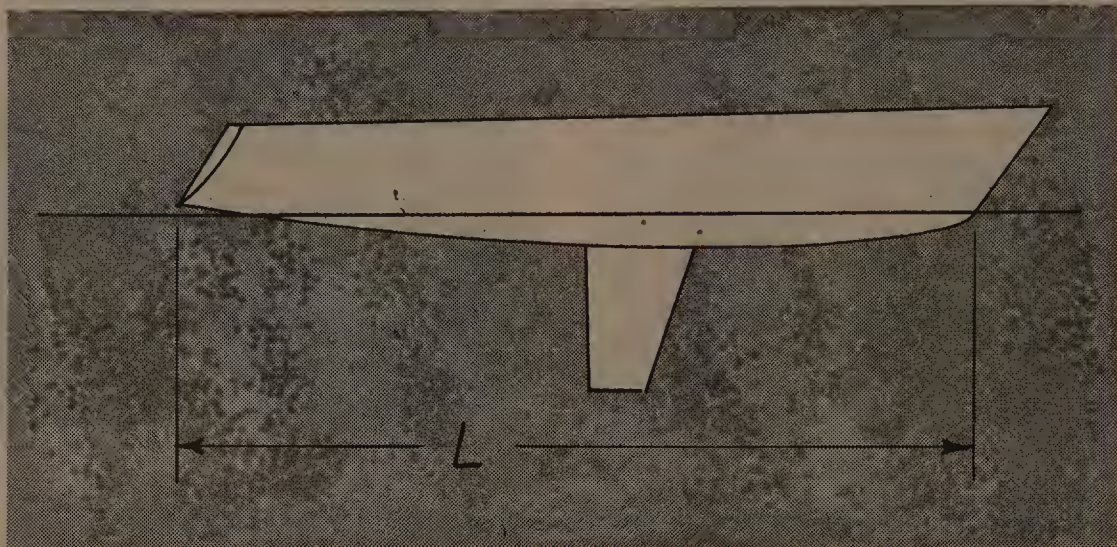
"Now that sounds like a good mix," I said. "Actually," added Lee, "the IOR racing was a little disappointing. Fast boat and everything — in fact we won — but, like, there

"Maybe the smaller IOR boats don't cost enough," I suggested with a straight face.

"There could be some truth to that.

"You mean the ultralights?"

"Exactly. I call this new rule 'HPMR', for High Performance Measurement Rule. You see, Max, there's already a large family of high performance boats out there that are



But I think the real problem is that the best racers are drawn to the hot one-design fleets, or to the ultralight classes. I mean, a half-tonner just isn't that much fun to sail compared to some of the alternatives in the same size range. And the competitive half-tonner has proven to be far less marketable than the ultralight."

I could tell that Lee was working up to something with all this ranting and raving about the IOR.

"So what do you think ought to be done to alleviate this situation?" I asked cautiously.

similar to each other in many ways. The Moore 24, Santa Cruz 27 and 40, Express 27 and 37, Hobie 33, and others. The market has shown that this is the type of boat that people like to race."

"What about classes like the J/24 and Santana 35?"

"You have to consider them medium displacement designs by today's standards. HPMR would probably accommodate them, but they wouldn't be as competitive as the true ultralight."

The car was now on the University Avenue overpass leading to the approach ramp. We could see that inbound traffic was very heavy as we crossed over the freeway.

"Looks like frontage road today," said the driver, reversing his turn signals and switching lanes in preparation for the left turn onto the alternate route.

"So how is this new rule going to work?" I asked Lee.

"Well, the IOR goes to great lengths to assess the effects of overhangs, and the fineness or fullness of the ends of the hull. I think this is a lot less appropriate for modern, light-displacement boats than it was for the more traditional, heavier boats. The modern boat gets almost nothing out of bow overhang — it's the only to hold up the rig and provide some reserve buoyancy — while at the same time the modern boat uses just about 100 percent of its stern overhang. So length, in

The hot racers are drawn to the one-design classes and the ultralights.

were only three boats in our class on the line!"

"That's surprising," I said. "I thought IOR entries were up this year."

"For sure, Class A is doing great. Especially with the new one-ton level at 30.5, the 40-footers have some of the best racing you could find anywhere. Lots of new boats, and the best skippers out sailing them."

"And a few old boats being campaigned with some success," I added.

"So what do you think it is, Max? Why can't we see a reasonable turnout in the smaller classes?"

"We need a new measurement rule, Max."

"But the IOR has been so successful! Especially as an international rule. No one's going to want to just . . ."

"Oh, I'm not saying scrap the IOR, just introduce an alternative aimed at the under 40-footers. The owners of these boats aren't being served well by the current rule, and they're generally not interested in international competition anyway. The basic philosophy behind this new rule would be to encourage the type of boat that racers like to sail the most."

the HPMR, would be measured from the forward end of the waterline to the aft edge of the transom. Hull shape within this length would be left completely open — so we'd have fast hulls with powerful sterns, and

"Is that possible with a 40-ft boat?"

"I don't see why not. The procedure would be just like the one used by the Olympic singlehanded Finn class to control C.G. and moment of inertia. You see, that's

Rating = f(sail area, length, beam, freeboard, draft, displacement, center of gravity & inertia)

The HPMR rating is a mathematical function of these measurements. Hull form is unrestricted but most properties are carefully measured.

none of those horrible bumps and hollows at the IOR measurement points."

"But Lee, wouldn't that encourage boats with excessively wide sterns? Like sailing pie slices?"

"I don't think so, Max. Under this rule, length and light weight would be relatively cheap, and sail area expensive. There would also have to be a penalty for beam on deck beyond certain limits, to control righting moment from live ballast. So a 'pie slice' with the beam necessary to keep it upright would end up rating higher than a longer, more conventional ultralight."

"Possibly," I allowed.

"It's interesting to note," continued Lee, "that the Technical Committee of the Midget Ocean Racing Club (MORC), which administers a fairly successful measurement rule for boats under 30 feet, recently recommended doing away with the already mild transom width penalty in their rule. The change was voted down, but it does show that I'm not the only one who thinks that it's probably unnecessary to penalize full ends and wide sterns."

"Interesting idea," I said. "What would you do about stability? An IOR-style inclining test?"

"The boats would be weighed, inclined in air to determine the true center of gravity, and then swung about the pitch axis in air to determine moment of inertia."

another big problem with the IOR. A boat with light ends and a heavy middle is significantly faster than one with a more uniform weight distribution. But this parameter goes completely unmeasured, so there's strong incentive to use exotic materials and marginal safety factors in many components. Swinging a 40-footer to measure inertia will involve a little time and expense. The problem is being able to get the boat hanging from a single point. If a keelbolt won't work, then you'd have to chock the boat rigidly up against a spreader assembly or something, which

"We need a new measurement rule, Max."

could be lifted by one point. After that it's easy. You add weight to the bow or stern and see how much the pitch angle changes. If you know the exact height of that single suspension point (and the weight of the boat), it's simple to figure out the height of the center of gravity. And once you know that, timing the period of unrestrained pitch oscillations will allow you to calculate moment of inertia."

"Oh."

"Anyway, it would close a huge can of worms that's always been open with IOR."

By this time we were approaching the Ashby Avenue on-ramp, but could see that traffic on the freeway was still bumper-to-bumper.

"We'll try Powell Street," said the driver.

"So then, if I understand you correctly, Lee," I continued, "you want to take the opposite approach from IOR. Measure weight, center of gravity, and moment of inertia very accurately, but leave hull shape wide open."

"Yes, I think that's a much more sensible way to go. You could have a fast hull with an interior, instead of a distorted hull that has to be stripped-out to be competitive."

"What about sail area?"

"That would be measured basically the same as IOR, with maybe some minor improvements. Draft and freeboard would also be measured and worked into the formula."

We came to a stop behind a long line of cars waiting for the light at Powell Street.

"Try turning right into that parking lot," suggested Lee. "This light takes forever — I know a shortcut that gets us around it."

After only a moment of hesitation, the driver decided to try it. (I noted some cars that were even with us, to see if this "shortcut" would really work.)

"Follow that car!" directed Lee. "They're doing the same thing!"

We steered an intricate course that took us through two parking lots, a construction site, and around the back of a restaurant. Finally we could turn back onto Powell Street, and make a right onto the freeway on-ramp. One of the cars that had been alongside us was now two lengths in front.

"Should have stayed on the rhumbline, Lee," I said, as I pointed out the car.

"Well, it usually works, Max. Anyway, more on the HPMR. The philosophy behind the rule would be fundamentally different from IOR. Instead of pretending to handicap a wide range of types, which no measurement rule can really do successfully anyway, we'd acknowledge right from the start that this rule is intended to encourage only one type of boat. Since a fleet of these boats already exists, I think it's a safe bet that

the rule would enjoy some popularity."

"But Lee, what happens when some clever designer comes along and designs a boat to your new rule that can beat all the existing boats?"

"If the new boat represents a significant departure from the type of boat the rule is intended to encourage, then the rule would have to be adjusted to penalize the new boat."

"I don't know, Lee. Sounds like the administration of this rule could get awfully po-

has a computer these days, I might as well use higher-order polynomials instead of linear functions to get the optimal parameters right where I want them."

"By the way," I said, "Do you people in front have any idea what we're talking about?"

"You must be kidding," said the commuter in the right front seat. "The only way you'd ever get me out on the water is in a

I said.

"Possibly not. But I can guarantee that if more women were involved in these decisions, the crew limitation would never even have been seriously considered!"

Lee was about as angry as I had ever seen her, so I let the issue drop.

"Which way do you go in the city?" I asked the driver.

"I go across Market and up to California Street," he answered. "I'll let you off at the bus terminal, if that's okay."

You could have a fast hull with an interior rather than a distorted hull that has to be stripped out.

litical."

"That's the case with every handicapping system. I mean, it's just a matter of recognizing that there's a political element, and designing the procedures so that this part is handled properly."

"Much easier to say than to accomplish," I thought to myself.

After a few more minutes in heavy traffic, we finally broke away into the clear air of the commuter lane. We must have passed thousands of cars in the usual jam at the toll plaza, and then started the climb up onto the bridge.

"So what happens next, Lee? When will the HPMR formula be unveiled?"

"There's still a lot of work to do, you know. Mostly data gathering and regression analysis. I expect the final formula to be rather complicated. I mean, since everyone

boat with an engine!"

We joked for a few minutes about the relative levels of sanity associated with various forms of recreation.

Having given the people in front a chance to change the subject, I asked Lee why she had taken on such a monumental task as promoting a new measurement rule all by herself.

"I think what really got the wheels turning in my head," she answered, "was when IOR introduced the limitation on allowable number of crew on board. The top boats are right up against that limit for both stability and sail handling reasons, so of course the preferred crew are big, heavy, gorilla types. Where does that leave me? Is that blatantly sexist?"

"I don't think it was deliberately sexist,"

"Fine with me," said the other two passengers.

"I'll stay on for a few more blocks, if I can," I said.

"No problem."

Lee had calmed down a little, so we talked some more about how she was going to try to get HPMR established.

A few minutes later we were off the bridge and rolling to a stop under the bus terminal building.

"Have a nice day, Lee," I said as she left the car.

"You too, Max. See you out there!"

Lee has a huge job in front of her, if she's serious about this new rule. But it will be extremely interesting to see how far it goes and what kind of reaction it gets. I'll keep you posted!

— max ebb

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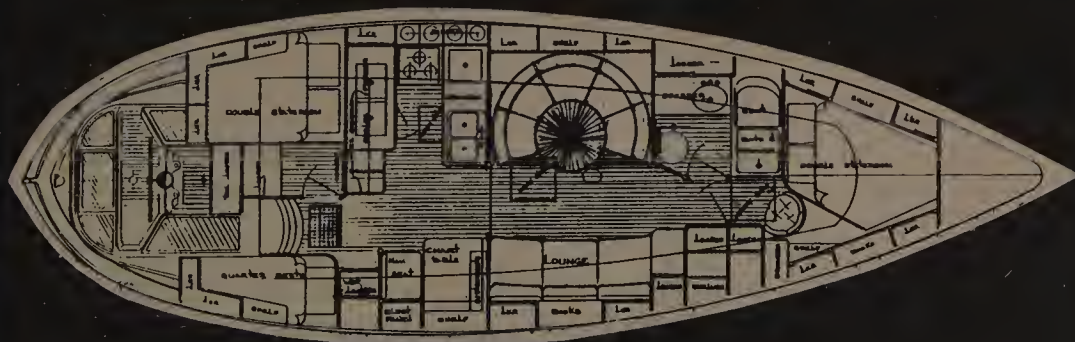
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THE LATITUDE 38 INTERVIEW:

DEE SMITH

The following interview with 32-year old Oakland sailmaker Dee Smith was taped during two sessions at the Ilikai Hotel in Honolulu after the fourth of five Pan American Airline Clipper Cup series races. Dee was skippering Monroe Wingate's Serendipity 43, Scarlett O'Hara, a Class C boat.

Most of the interview is oriented towards grand prix racing.

Dee has worked at a number of marine businesses in Northern California — including the North and DeWitt sail lofts — before starting a Horizon Sails franchise in Oakland two years ago. The loft has recently changed affiliations, and is now an Ulmer Kolius loft.

During his career Dee has raced all kinds of boats, from multihulls to IOR machines to ULDB surfers. He's raced with big crews and has had excellent success in local single and doublehanded races. In recent years he's participated more often in grand prix regattas such as the Clipper Cup, the Admiral's Cup, SORC's, the Onion Patch Series, and others. He's been successful in these events also.

Dee is known for saying what's on his mind. In that context it should be understood that we pushed him for the personal evaluations he gives of different skippers in this interview. Our pursuing the topic was done specifically so that observers of the upcoming St. Francis Big Boat Series might be able to become a little bit more familiar with the personalities involved sailing in the Big Boat Series, thus increasing their interest and enjoyment.

38: Dee, when did you start sailing and in what kind of boats?

Dee: I started in 1965, when I was 12 years old. My dad bought a Gladiator, a 24-ft Lapworth design. We did have an El Toro before that, but it was kind of a joke because at 250 pounds he was too big for that. We lived in San Jose and sailed out of Santa Cruz.

38: Did you race much there?

Dee: The first time out of the harbor we raced — with just a main and a jib. And we won! [Laughter]. It's kind of a funny story. It was just me and my dad in the boat, and we figured we had to follow somebody. Everybody assumed that Angelita, the old 8 Meter, was the hot boat, so we decided to follow her. So we rounded the top mark, after which there was supposed to be a run to the leeward mark. Remember this is back in the days of little marker buoys with little flags, and setting the marks every day. So whoever sets them knows where they are, right? So we're running downwind and Angelita is like two miles ahead of us. They're gone, and everybody is following them. Then all of a sudden Les, I can't remember his last name, gibes his K-40 and heads for the harbor. My dad goes, "Well that's kind of weird, but he put out the mark." So we got the glasses out and saw a pole with a flag on it, and that the K-40 was heading right to it. So we gibed over there and came out ahead.

It was ridiculous, of course, but it did demonstrate that if you keep your eyes open you can win anything. That was the start of racing for me, and actually we've always been in the hunt since.

38: How long did you sail out of Santa Cruz?

Dee: We bought a Cal 29 in 1970 and I don't think we brought it up to the Bay until 1971. We had brought the Gladiator up to the Bay before that for certain events. Santa Cruz Harbor was still pretty new back then, there wasn't a beach there or anything.

38: What boats were making the news in Santa Cruz back then?

Dee: George Olson was there, and he got Grendel [Editor's note: Grendel was the Moore 24 prototype and first ultralight in Santa Cruz] going in 1968 or so, and Bill Lee was getting going about that

time also. All those guys were starting, so it was fun to be around. I sailed on Magic the first time they put the spinnaker up, which was pretty funny. As soon as the chute got up the boat plowed into the wave in front. There was water all over. Everybody said, "Maybe we ought to move to the back end of the boat." [Laughter].

Sailing was different back then. You could win a race by two hours. Now you win them by two seconds. Did you look at the Clipper Cup race results for yesterday's Molokai Race? Bravura and Sidewinder tied yesterday on corrected time! They tied!!

Anyway by 1971 my dad had moved the boat up to the Bay. The politics, the whining, and the harbor being closed in the winter — it was no fun. And my dad wanted some different competition.

38: We remember you earlier telling us about a race in the Cal 29 to Santa Barbara where you beat all the ultralights. A race in which you said you were scared shitless.

Dee: Actually there were two of those races, another in the Moore 24, Poltergeist, the following year. I wasn't too scared in the Cal, but I was worried. Concerned. It must have been 1973, after my dad died. Right off of Sur it got real windy, probably 45 or 50 knots. The spinnaker blew up at dusk, but we — Dave Hulse, Jack Halterman, Brucie Heckman and Craig Rowell — sailed on. Everybody was sick except for me and David. But I was concerned. After the chute blew up we wung out two jibs and left the main up. But the boat was going real fast — for that type of boat. We did 205 miles in 24 hours. The knotmeter was pegged at 12 for eight solid hours.

38: And you beat the ultralights?

Dee: Yeah. Well, they were scared, sailing with just mains up. We actually got pooped twice while the knotmeter was pegged. The bow wave was behind the boom and shooting up to the first and second reef! It was going so fast [laughter] the bow would come out of the water and the whole bottom of the boat would bubble.

38: What do you mean it would bubble?

Dee: The hull would be jumping up and down. [Laughter]. I



interview:

mean it wasn't flexing, it was jumping! Nobody wanted to bring that boat back up the coast.

38: What caused that to happen — the pressure?

Dee: Actually the lack of pressure, the boat was out of the water

“Making a boat go fast doesn't mean you win races.”

all the way to back behind the mast. Actually it was the same conditions two years later when we went down on *Poltergeist*, the Moore 24. Except we kept the spinnaker up the whole way that time. We beat everybody in by four hours — with the Cal, too.

38: What happened to the Santa Cruz to Santa Barbara Race?

Dee: It died because the people were kind of crazy in that race, and then the Fennel brothers died off of *Pi*. Then you had competing events like the MORA Long Distance Race and the TransPac that took entries away. Actually I think it's a very good race except the finish — once you round Conception it's too light.

38: When do you think you became a really competent sailor, and what did you know that you hadn't known before?

Dee: I think I've always been a little bit of a natural sailor as far as knowing what to do — even though I didn't know the reasons why. In tactics, boat speed, things like that. I can make a boat go fast — but that doesn't mean you win races, because going fast the wrong way is definitely slow.

38: Are you able to feel subtle changes in boat speed and performance better than most other people?

Dee: Yes. Some people can swing a bat real well, I think I naturally know when to point and when to foot, that stuff.

But the biggest thing I learned was after I worked for Tom Blackaller for a couple of years and sailed with him a couple of times. I learned how to use the compass and stuff. His North Sails loft was brand new when I started working there, and he kind of got involved with this *Spread Eagle* Quarter Ton campaign I was working on. He sailed with us as a tactician in San Diego when we were trying to qualify for the Worlds. He showed me things there I didn't realize were possible.

38: Like what?

Dee: How to really use the compass, how to use oscillating wind shifts, all kinds of techniques you need to know where everything isn't cut and dried. When you sail in Santa Cruz, for example, everything is boat speed and going to the right. There's only one direction to go there, so all you're concerned with is going fast, how to sail downwind, and not blowing your leads. It's very simple sailing, so you don't learn much.

You go up to San Francisco Bay and what do you learn? You learn some bending windshifts around points and you also learn about tides. Big deal! It's still follow-the-leader racing.

But you sail in other areas, with oscillating wind shifts, for example, and the situation turns into an entirely different game. This was something I didn't know until I sailed with Blackaller. He said, “The guy steering the boat is the only one who can tell if it's a shift or a change in wind speed.” He told me that if you recognized what was really going on, then there's no reason to lose. And it's true. There is no reason to lose a race, you beat yourself.

38: So the insight Blackaller gave you is what might seem like a header might just be a change in wind speed . . .

Dee: . . . it might be that, it might be too quick of a shift, it might be small oscillations that by the time you tack they're already changed again — things like that. Basically it's understanding what the wind is going to do and how to take advantage of it.

38: So once you learned that, it was the revelation to becoming an expert sailor?

Dee: That was it. From there it was, “Oh, this is getting easy”. I could understand why you wanted to start on one end of the line and not the other. I could understand why one guy beats you and the other guy doesn't — that's the biggest thing, why somebody wins the race. If you can figure that out objectively, then you can learn something. The problem is a lot of people go, “We were going fast, but gosh, the other guys must have been sailing really fast.” But that wasn't the case. What's really happened is that one guy took a 20 degree knock during that time or one guy was sailing in the wrong tide — something like that. So of course the one guy is going to be way faster. But many people don't see those things.

Being able to look at those situations objectively and discovering what causes one boat to win and not the other is really important. Because then you know when to take chances and when not to take chances. And even more importantly, it allows you to wait for all the other boats to self-destruct.

38: Is that the best strategy, let the other guys self-destruct?

Dee: Yeah, making the least mistakes. If you make none, you win. Make one or two and you're second. Make three or four, and you're third.

38: Here at the Pan Am Clipper Cup are you sailing *Scarlett O'Hara* conservatively to let the other boats knock themselves out of contention?

Dee: Oh sure. That strategy is especially true in series racing. If you don't make any big screw-ups you find yourself chewing up the competition. We made one big screw-up — being called over early in the first triangle race — and that has hurt us badly. Since then we have stayed cool — not taking any big flyers in any other races — so we now find ourselves back in the running. So being able to trust your own skills, having confidence, those things are very important.

38: What exactly do you do for a living?

Dee: I am the president of Ulmer Koliuss Sails of San Francisco.

38: What is the relationship between Ulmer Koliuss and your local loft?

Dee: We are a franchise. We use their name, their programs — which are used as a sharing base between all the lofts. This relationship gives us buying power from cloth manufacturers, standard design systems . . .

38: What do you mean by a system?

Dee: Design programs. Programs are shit in, shit out; good stuff in, good stuff out. It doesn't matter whose you use. Any good sailmaker can make good sails off of any decent program. The question of good sails is more how consistently you can do it, and how you are at advancing and refining the program.

38: Do they give you a program for an Islander 36, for example?

Dee: They give me a program I can design a sail for an Islander 36 off of. The program crunches numbers it would take me much longer to do by longhand. It's a time-saving device and more accurate.

What's nice about the Ulmer Koliuss system is that there's a cutting machine attached to it — we've got one coming in September. It's great, the machine cuts the cloth according to the results from the computer. It's not real expensive — if \$60,000 isn't real expensive — but it will save us one whole person and give us the output to do \$6

million of dacron sails a year. And much more accurately than you can do by hand — to the 100th of an inch.

But the design thing is really different than what you get in a franchise for. You save 10 to 15 percent on materials — that alone pays the franchise fees. And you get people like John Kolius running around for you. I don't think we need him that much myself [laughter] but he's good for a lot of things. For one thing we'll be fairly involved with the *America II* 12 Meter project — I'm going to go sail the boat next month — and with that and other things it's going to bring us another technology experience to draw on.

38: But how much can you learn, say about the shape of a mainsail?

Dee: You keep learning about how to make it a little lighter, a little bit stronger, how to apply the different techniques so it doesn't lose its shape quite as quickly. Things like that.

38: When you're sailing along in one of these Clipper Cup races, do you watch the sails and subconsciously take notes on how to make improvements?

Dee: What you do is you start designing sails from a program. In your mind you can visualize what you want to see, and you try and tell the program what that is. You think you know what the perfect sail is, and with a decent program you should be able to get 90 percent of that on the first shot. Then the problem is that you get to the flat part of the learning curve, and you want to get to the 100th percentile. That usually takes a while. But then once you get there, you have to decide if what you visualized in the first place is really correct.

And the sailmaking situation is one that is based on so many factors — the human element, the boat element, the weather element — and all of the above factors can bring up millions of combinations. You're going along, you're locked in, you're blowing people away. Same condition the next day, he's blowing you off and you can't figure out why. We might be talking two boat lengths in a five-mile leg, but that's blowing somebody away. That's when you start tweaking in your own personal niches for each boat.

Scarlett O'Hara, for example, is an old battlewagon — we call her "the aircraft carrier", the way she looks. She has all this fullness, this freeboard, she's real stiff and has to be powered up all the time. So we don't build flat sails for a *Scarlett O'Hara*.

38: Is *Bravura* like that?

Dee: No, *Bravura* is its own little funny game. She needs power, but then she can't be overpowered. So for *Bravura* you end up making sails that are full in the front, but not full overall. And you end up having to be able to keep it in gear around the waves.

Then you've got little boats like the ULDB's, which present a different sail design problem. You assume you have to build flat sails because they are ULDB's and they tip over. Well, you build flat sails for ULDB's and you'll be stalled all the time because they also bounce

things you can do to tune sails in.

Then there are situations where you say, "Oh, this boat's all screwed up, you got the jib leads way out to the rail, the spreaders are too long, etc., etc." There are all those factors. With an IOR boat supposedly everything is set up, but when you think about it, that's not true. Both *Bravura* and *Scarlett O'Hara* have a lot narrower spreaders and chainplates bases than when we got them . . . the boats are both totally different now than they were before.

38: Even the hull?

Dee: Even that's been changed, *Scarlett's* keel was a half inch fatter on one side than the other when we got a hold of it. Funny how somebody didn't figure out why they were going way faster on one tack than the other. [Laughter]. And the rudder, it weighed twice as much then as it does now. There are all sorts of things that come into it, and all of them in turn affect the sail design.

Then comes the question of whether Joe Blow can also keep the boat in the groove the way the sails have been cut. It doesn't make any difference if you can make the fastest sail in the world if you are the only one who can handle it. So you have to take Joe Blow into consideration.

38: Is it true that the faster a sail is, the narrower the range it has to be steered in, the less room for error?

Dee: It depends totally on seaway and the boat. Flat water, sure. But in lumpy water like here, if you put a flat sail up, it's not going to go anywhere.

38: We're thinking in optimum conditions?

Dee: The optimum for *what*? That's the whole question. There's all kinds of optimums. There's a need for being flexible with your shapes and the types of sails you design for the boat to give you a bigger range.

You take North, Sobstad, and UK sails and line them up on the starting line with the same people driving the same boats and have the sails designed for one given range of sailing — they'll probably all look the same or darn close to it. And they'll probably all go about the same speed. But when you start talking about sail inventories from 0 to 40 knots, about waves of two inches to 20 feet, about different boats and different drivers on those boats — then you are going to get sails that look totally different.

38: So when lofts talk about custom sails, they really are custom?

Dee: Yeah.

38: So for example you'd design an Olson 30 for a boat we were driving a little different than for an Olson 30 you'd be driving? Because of your greater experience and more sensitive touch?

Dee: On one-design level there is less of that, but yes, I could. But if you came up to me and told me, "I want to win the TransPac", I will give you a suit of sails that will win you the TransPac. But those sails certainly would not be optimum for racing around San Francisco Bay. You tell me your priorities, and I'll give you the sails to match that priority. That's the whole thing when you get a customer, he's right. That's one of the ways you help him out, not only the way you cut his sails, but with his inventory selection.

38: We'll really put you on the spot. In your opinion, who are the really top IOR drivers in Northern California?

Dee: Well, there are a couple of people who will always win races in San Francisco Bay in IOR boats 35 feet and above. Chris Corlett is one of the top people. And . . .

38: We're thinking like maybe the top ten skippers.

Dee: Ten? I don't think there are ten really top skippers in San Francisco Bay. Are you talking putting ten Northern California guys on the starting line of a race? If so three guys are going to win all the races.

"Kevlar is a stupid material.
As soon as you put it up, it dies."

around so much. So you don't need flat sails, you actually need full sails — very round in the front that cannot stall in the seaway. Of course they will be more powerful and they'll tip the boat over more, so you have to make them smaller. So there's a lot of different little

interview:

38: Who would they be?

Dee: Me, Corlett, and Blackaller.

38: Who else is close?

Dee: Well, you've got to get out of the area. You've got Skip Allan, if you've got him on a boat you're doing great. John Bertrand is going to be in there, obviously. Jeff Madrigali needs just a little bit more time on big boats, maybe a year, to be just spot on. He's making lack of experience mistakes right now.

38: What about Dave Hulse?

Dee: Hulse is a very good driver, but he's not the type of guy, I shouldn't really say this . . . but he's the kind of guy you want as the secondary person on the boat.

38: You're suggesting that he's not the leader that you think you, Blackaller, and Corlett are?

Dee: He's not the leader, but boy if you got him on your boat you are really lucky! We were really lucky to have him aboard *Scarlett* for the first four races, there's no doubt about it. He was driving the boat a lot better upwind than I was the other day. But then I can call tactics a lot better than anybody else on the boat so that works out well.

38: Well, let's change the original question a bit. Who else steers well in Northern California?

Dee: Well, there's two parts to this. There are probably 20 guys who can steer just as fast as each other. But it's where they go and how consistently they sail fast that really counts. So how many people consistently get good starts? Not too many. How many consistently get in the top three places? Not too many.

38: Who is in this next level? Suppose somebody buys a new IOR boat; who after Corlett, Blackaller, and yourself should they try and get?

Dee: Guys like Cliff Stagg, Steve Taft . . . Billy George is really good — in fact he's been good all the way around.

38: What about John Kostecki?

Dee: He's a natural. But he's not into big boats, so he's going to have to go through the same growing pains that we all have.

38: What about Steve Jeppeson?

Dee: He's kind of in the same place as Hulse is. He's not a tactical person, he's not a starter, but he can drive a boat and really help out with the crew and organization. He's really good on organization. But if you put him up against Corlett, Chris is going to beat him nine times out of ten — if those are the only two factors.

38: Because Corlett has all the skills rather than just steering?

Dee: Well actually Corlett is a little different, I call him a boatspeed artist. He's real fast. And he doesn't look up.

38: What do you mean he doesn't look up?

Dee: He literally doesn't look up, he doesn't get distracted. And in that same frame, his only problem is that because he doesn't look up he has to trust his tactician totally. So he lives and dies by his tactician.

When he and I sail together, it works real well. Especially with Hulse on the boat because David really helps out. In that case I can look, Chris can drive, and Hulse can make sure that the basic trim is cool. That's a pretty deadly combination. But what Chris also does is work well off the boat. He's probably the best organizer in Northern California. Because of that he rarely has problems with getting a good tactician.

38: That leads to an obvious question. Who are the real good tacticians?

Dee: Bertrand, myself, Blackaller — the same people who make boats win.

38: What about some of the guys who have been sailing the Bay for decades. How do they rank?

Dee: The problem with them is they sail the old way.

38: What's the 'old way'?

Dee: The old way is that you go out and have a nice time. [Laughter]. Doug Peterson brought this up about three years ago, that there has been a big jump in the aggressiveness in sailing in general. I mean, when you do remember seeing 45-ft boats getting pumped all the way to Hawaii? That's the new way — it's aggressive sailing, it's physical sailing.

38: We seem to remember that when Jake van Heeckeren and Chris Corlett won with *Chutzpah* on the TransPac they were doing the same thing.

Dee: That's a little boat! How about talking about *Bravura*, a 46-footer. We're talking about the size boats that normally do the gentleman thing, have a couple of cocktails and sail through the night — and end up in last place.

Here at the Clipper Cup — just as the SORC — you can really see the difference. For example in the Molokai Race you cross the Molokai Channel and all the boats in a class are in a tight little circle. But around 10 p.m. this tight little circle starts to spread out. By 1 a.m. a boat that was hanging right in there is *three miles* behind! On *Scarlett* we didn't have anybody go to sleep that whole beat. They were all on the rail, keeping the weight up, making sure the boat was going fast the whole time and going the right way.

38: So 'new way' sailors realize that all the little things count?

Dee: It all adds up! And I'm sure that's one of the reasons that us on *Scarlett* and the guys on *Sidewinder* are going better than anyone else right now. We're just pushing the boats harder.

38: This attitude, this aggressiveness, will probably also help you in the heavily-weighted Around the State race?

Dee: Oh yes. It's also going to help out that we're the low rating boat in the class — that's a definite advantage. [Editor's note: *Scarlett was disqualified in the Around the State Race in a starting line dispute. Sidewinder finished the race first in the 64-boat fleet.*]

38: How many of the boats here at Clipper Cup sail the new way?

Dee: I think you'll find that the top boats anywhere in the world — not that they will win, but that can win — sail the new aggressive, physical way. Of course it's possible that boats can be sailed this way and lose. They may not be set up correctly, the rating maybe wrong, or the sails — all these little details.

38: How many top drivers are there in the entire country?

Dee: Ten or fifteen. And 80 percent of them are in California. Bruce Nelson is very good, right near the top. Dennis Conner. Dennis Durgan is smack in there.

38: How about Dick Deaver?

Dee: [Long pause] I used to think so, uuuuummmmm but lately I'm not so sure. Same with Blackaller actually. I don't think he's sailing up to his potential at all.

"I think you'll find that the top boats in the world sail the new, aggressive, physical way."

38: What about Santa Cruz drivers?

Dee: Skip Allan. He's the only one that's even close to being on the world level.

38: Ron Love?

Dee: He's a *real* good downwind helmsman. But I don't think he's one of those guys who can make a boat win a series.

38: What is your strong point? Are you a good starter, a good boatspeed driver, where do you think you excel?

Dee: Starting and tactics. I love starts. They're fun! And I love it when the tactics get challenging, when the shifts start coming in.

38: Because you feel confident?

Dee: Because I like big gains! Because you've got a chance of really doing something. You get to place yourself against the fleet, against the wind, against the current if it's involved. I love that.

I also love the challenge of the attack at the starting line. And that's just what it is, a plain ass attack.

38: Are some very good helmsmen timid at the starting line and go for safe starts?

Dee: Sometimes you have to go for safe starts. In England at the Admiral's Cup, with 45 boats on the starting line at once, you go for goddam safe starts. If one end is favored, you don't go right at the end, just close to it. You let everybody jam up while you create a big hole for yourself so you can get out of there. In that case that's an aggressive start — having a hole to drive into — that's just fine.

38: Are you a more aggressive starter than most other good helmsmen?

Dee: I would think so.

38: Let's talk about the different kinds of racing. Do you favor one kind over any other? Say short triangle races over TransPac's?

Dee: I think anything over two days is goddam boring. If I do one of those a year, that's plenty. Boatspeed contests and follow-the-leader contests don't impress me. I like the overnights and the competitive offshore races much more because you can get bigger gains since people on the other boats fall asleep.

38: Give us an example of such a race.

Dee: The 150-mile Molokai Race is a real challenge. You try to be spot on with all the shifts all the way through the night. That's really entertaining. Most people played the shore of Oahu longer than we and *Sidewinder* did. The two of us went right and were way out there. When we got to Molokai there were a lot of shifts and situations where people really screwed up — they overstood the island, they didn't change sails, stuff like that. Then there were some shifts at the other corner of the island that we got that others didn't. So we had a pretty good race.

38: What about the St. Francis Big Boat Series?

Dee: The Big Boat Series is a different type of challenge. The reasons I like that is because the starting line means everything. Being an aggressive starter, that's kind of fun for me. But if you want to rate it, it's follow-the-leader racing. And the big boat in the class usually has a huge advantage because they get clear air to sail in.

38: So what are really good races?

Dee: This, the Pan Am Clipper Cup, is the best series there is. You can't ask for anything better than these triangles in combination with a good offshore race — even though the Around the State race is too long. It would be better if it were only 400 or 500 miles. In addition the air and water temperatures are very nice.

38: Where is IOR racing going to be five years from now? Will there be any radical changes? A while back Bruce Nelson said unstayed masts are kind of interesting as a design concept. Do you see any major or radical changes on the horizon?

Dee: You're not going to get unstayed masts in the IOR. The IOR boats are going to be the same type of boats. There is however a minor revolution going on in the types of boats that are sailing, just recently some very different and interesting ones have come out. The J/41 for example is different. The Brendan Dobroth boats, too.

His Canada Cup defender is 30 and 0 in trials.

38: How are these boats different?

Dee: They are long boats, and they rate low. They don't have much lead in the keel, but they've got a lot of lead inside. The rud-

“Any (race) over two days long is goddam boring. If I do one of those a year, that's plenty.”

ders are giant sized and so are the rigs. And they get half a foot of Illa credit because they are heavy. The long hull with narrow ends means the boat is easily driven, and gets up to speed, the heavy displacement means you get the rating credits, and they are long for a breeze. Because of those kinds of things the boats become pretty interesting.

38: How do you explain the fact that the J/41, which you mention as one of those boats, is getting nailed by the Farr 40's? The J/41 has a top crew, too.

Dee: This J/41 is not a J/41. The whole rig is different. And I don't think it's such a smart idea — to say the least. It seems to me they made a good heavy air boat into a light air boat for heavy air series. I don't understand it. I think the masthead J/41's on the east coast would be kicking the shit out of the one that is racing here.

The fast J/41's back east are masthead rigs, with a lot less sail area and rate half a foot lower. You think about it, a half foot in a triangle is two minutes or so. But more than that the masthead rig would be out and out faster — maybe four or five minutes faster around the course!

38: Do you ever have any interest in sailing multihulls?

Dee: I did one summer, and sailed *Toronados*. I used to have a *Hobie Cat*.

38: What about the French type of multihull, the 80-footer with inflatable sails and all those exotic goodies?

Dee: You're asking me if I'd like to go across the ocean in one of those stupid things? No way! For one thing it means you have to sail all the way across the ocean; and two, you don't know if you're going to get there or not. [Laughter]. I think they'd be kind of neat to go out for a daysail on.

38: You take guys like Jim Kilroy and the other maxi boat owners. They are very competitive guys who like to go fast and win. Wouldn't it stand to reason they'd be embarrassed to have these multihulls go way faster than they do? Why don't any of them get into big multihulls?

Dee: No, those boats don't embarrass them at all. You have to realize the racing they like to do is against people, not boats.

38: You're saying that a Monte Livingston likes to pit himself against a John Arens, and the organization that Arens can put together — as opposed to pitting his boat against some other boat where the inert object itself would be the difference?

Dee: Exactly. They are sort of like generals who want to do battle with each other, getting their boat in top shape, getting the best crew, getting the right sails — all those organizational things. What ends up happening is that the boat is the name of the team. Sure the boat has a lot to do with it, but the main idea is that you are sailing against the people. You want to beat the other people, not the other boat.

When you sail these big trimarans, who the hell are you racing against?!! Say you go 30 knots. Big deal!! There's always somebody

interview:

who can make a faster boat. But being able to make a boat faster with limitations, and then winning on the race course, that's what it's about. It's even more fun if you can take a dog and win.

38: Are there any kinds of boats you like to sail more now than

"A sailmaker is a boat doctor. If the boat has a headache, the sailmaker will fix it."

others. Any particular designer's boats?

Dee: Any good boat is fine with me, I don't care who designs it. Carl Schumacher's boats are real nice, I think you've got to put him in the top league although nobody seems to want to buy his boats. The Nelson boats are pretty good in the medium air/smooth water of Southern California. They're tough, real tough.

38: Earlier you told us you were going back east to sail on the first 12 Meter preparing for the America's Cup in Perth. How would you like to get involved with one of those campaigns?

Dee: It's a huge time commitment and I'm not sure if I'm ready to do that. I'll let all those guys work for two years and then come in during the last six months. [Laughter].

I'd like to go learn from 12's as another input factor, but those boats are so different. And they're going to be even more different now! [Laughter]. It would be interesting to get involved in a program that is as well run as those are, however, and hopefully I can get involved enough to learn something from it.

38: Will you be going to Perth to be involved?

Dee: I don't know, I might be. We'll see what happens.

38: We're four races into the 1984 Clipper Cup. In summary how are things going?

Dee: They are much better than they were going. The premature start in the first race was kind of a low blow. They said we were over the line early, but when they called over the radio they called the correct numbers of all the other boats but not ours. So we didn't go back. Subsequently we didn't get finished, and that's hard because when you don't finish you don't get any points.

In the second race we got fifth. Then we won the Molokai Race, and we won the third ocean triangle. So the boat is going better, and we're kinda back in the hunt in Class C. Overall we're kinda screwed, though.

We got some good people on the boat. Don Synder is navigating, Dave Hulse is doing the first four races as hydraulic man and mainsail trimmer. In the last two races we got Dave to steer more which helped a lot because he was driving it a lot better than me upwind. Because he was driving we let Seth Morrel from Newport Beach play the traveller. Those two guys were really working well and getting the boat going better, which gave me the time to look around at the tactics. We got Steve Baumhoff in the cockpit with Steve Fletcher and Phil Vandenberg and Chip Bimm. Dennis Cook was in the pit with Mark Molpie, and Chet Cordray was at the mast and Ben Shay at the point.

38: Where do all these people come from?

Dee: All of them are from California. Danny is from Connecticut, but goes to the Maritime Academy.

Four or five of them are from Monterey. I've known them for quite a while. Chip got on at the last minute because John Bertrand made

it to the Olympics — he would have been the tactician.

38: How many times have you done the Clipper Cup?

Dee: I did it once before, on *Bravura*. We were second overall in that series to *Tobiume*.

38: This was the time *Tobiume* was in the controversial measurement situation, in 1982?

Dee: That was the time that *Tobiume* beat us by four or five points and *Hitchhiker* protested *Tobiume*'s rating. The measurer said that you could not measure *Tobiume* because the bumps made it illegal. But our friend Jack Feller decided that, of course he was god, and the boat was okay. So they put the boat back in the water, nothing having been measured. So it was a questionable win, but that Japanese group still really sailed well.

38: We've been talking about the grand prix level of sailing, but as a sailmaker don't you sell the majority of your sails to weekend sailors and racers?

Dee: That's definitely true.

38: What kind of inventory do you recommend for someone with a boat like a Catalina 30 or Islander 30 — just for pleasure daysailing around the Bay?

Dee: A mainsail, of course. Then I would suggest two headsails or a roller furling headsail.

In the case of two headsails, one would be for windy conditions, a sail that could handle the breezes up to 30 and even 40 knots that can happen around Northern California. That would be about an 80 percent hoist and an 80 percent LP. A No. 4. The other one would be for moderate conditions such as midwinter sailing or afternoons in the North Bay and sometimes the South Bay. This would be anything from a 120 to a 150. Those sails would roughly cover both ends of the spectrum, getting the boat going in light air, and not letting it die in a real breeze.

38: What about roller furling? Do you recommend it for leisure sailing on the Bay?

Dee: Well, I think it's good for a lot of different reasons. The big problem is that you still have to pick just one sail, and as soon as you start rolling up a sail they do start to wear down. We are working on a concept that will hopefully reduce the chafe problem on leeches and foots, but right now there isn't a completely good answer.

A lot of people have these roller furling foil systems that you can change sails on. In this case the best thing would be to have a 150 and an 80 percent jib. Put the big one up in the winter and the small one up in the summer. That makes a lot of sense. Half our dealer business is based on roller furling systems. For many people they're a lot better than making headsail changes.

38: Let's talk about an inventory for moderate intensity PHRF or one design racing. Say in a Cal 27 or Catalina 27 — boats like that.

Dee: It depends on how many sails a person wants to buy and where they are going to be sailing most. You want to maximize your dollar per speed output over the race course, and hopefully cover the widest range of conditions.

If you take a Cal 27 for the Bay, I'd probably recommend five sails. A mainsail with a couple of reefs, and three headsails, a No. 1, and No. 3, and a No. 4. I think you'd be using the No. 3 all the time, the No. 4 occasionally, and the No. 1 occasionally. The other sail in the inventory would be a 3/4 oz. spinnaker.

38: Would this inventory differ significantly in a larger boat, say an Ericson 35 or Islander 36?

Dee: The basic sails would be the same. But, you'd like to be able to increase the number of sails you have as the level of competition and the size of boat increases. The bigger the boat the more sails you need, because the cloth doesn't cover that great a range and because

the loads get bigger by geometric proportions.

38: In classes where it's legal — and we believe for example that the Islander 36 is one of them — are kevlar headsails worth it for the average owner, or do you have to be a top-flight driver to use such a sail well?

Dee: The driver has nothing to do with it, kevlar sails are faster, period. The kevlar sails make the driving a lot better because the shape just sits there like a fixed wing. It doesn't expand or contract. The question of whether it's worth it or not is just a plain dollars and cents question — and a question of whether your competition has it or not. In identical conditions the Islander 36 with kevlar will be a knot faster.

38: What are the most important things average sailors can do to prolong the life of their sails? And conversely, what can they do to ruin them?

Dee: [Laughter]. Well, putting them up starts to ruin them.

38: We're talking beyond ordinary wear.

Dee: Basically make sure they get rinsed off with fresh water once in a while. Remember not to pack them when they're wet, and fold them nicely but not always on the same creases. Don't store sails in damp musty areas for years at a time. If you're going to leave your boat for the winter, take your sails off.

The worst thing you can do for a sail is let it flutter. If you have a leech line problem or something, fix it as soon as you can. Any fluttering wears a sail out. You're just watching the dollars fly away.

38: When you sail across the Bay, what do you notice as the biggest mistake sailors make with their sails and sail trim?

Dee: Halyard position and headsail leads.

On windy days many, many boats have too little tension on the headsail halyard, with the result that the luff of the headsail is badly scalloped. And often times the headsail lead is too far aft or too far forward.

Another problem is not realizing what power ratio to use. A lot of people want to see their sails look smooth, so they pull the sails in real hard, tip the boat over, and go sideways. They should twist the leeches off more and try to flatten the sails out so they don't tip the boat over.

38: Is it common to see boats on windy summer days carrying way too much sail on the Bay?

Dee: Yeah, it's a very common problem.

38: You previously talked about preparing grand prix boats. What are the basics in putting together a local Islander 36 program — or something comparable? We're assuming a stock boat with spinnaker gear.

Dee: The ultimate necessity is to get a smooth bottom. This includes having a folding prop, which is half a knot in itself. If you have a folding prop and want to stay back with the other guys, just drag your leg in the water. [Laughter]. You also have to fair the keel and the rudder, and the whole bottom should be sanded to at least 220. You can have the best sails in the world and everything else, but if you don't have a good bottom you're going to be out of the hunt.

The next thing is to look at the rig and make sure you can get the sails up and down. The proper hardware, etc. A hydraulic backstay is going to fit in at just about here, because it's a pretty big speed producing factor. Only then are you ready for racing sails.

38: A lot of readers would be interested in knowing how one of these Clipper Cup programs comes together. Did Monroe Wingate contact you a year ago or what? Is it tied in with the sail loft?

Dee: You have to understand that the owners of the these boats run them like a business. The owner is the chairman of the board, and then you have the president — which in this case would be me.

You need such people in the chain of command just to organize it, because when you think about the money they spend, you're talking about a small business.

Obviously to start a good campaign, you've got to get the best people at the top.

"The driver has nothing to do with it — kevlar sails are faster, period."

ple at the top. Monroe got me committed late last year to do the races on the California side, this Clipper Cup, and through the Big Boat Series. So once I was on, I helped organize the crew, sails, gear, and made sure the boat was okay. I worked with Monroe and the BMW. I also delegated a lot.

38: You're a sailmaker, with the Ulmer Koliuss loft. In return for your efforts, does Monroe guarantee that he's going to buy a lot of sails from you?

Dee: No, it's nothing that way. But with somebody like Monroe you know the project is going to be run first class; whatever the boat needs, it's going to get.

38: And somewhere along the line sails will be needed?

Dee: They wear out, and you've got to have them.

For example in the case of this Clipper Cup you ended up having to buy three perfectly bullshit sails because of the kevlar ban.

38: Explain that.

Dee: Well anywhere out of the country kevlar is illegal in international events. So you can only have it in No. 3's and 4's and also 1/3 of your mainsail.

Last year — when it was legal — *Scarlett* had all kevlar headsails. One of the reasons we were very fast in England and Florida was because we had more kevlar than anyone else. To take a boat and make it go slower, as you have to do here, seems to me to be a crying shame. Not only because it's stupid for the cost, but also because it's stupid to make them go slower. Ironically the whole ban was enacted to save money, but these polyester sails wear out — performance wise — much faster than the kevlar ones do. But anyway, those kevlar sails had to be replaced.

38: So you tied in with the *Scarlett* program knowing that there would naturally be a good amount of business that came with it?

Dee: Well, part of our business is doing things like this. What does a sailmaker do? He's the boat doctor. If the boat has a headache, the sailmaker recommends the medicine to fix it — even if you're not on the boat. It's just part of being a sail loft. Most every good boat here has a loft guy on the boat. It doesn't have to be a loft's head man to do a good job, but you need somebody.

It's just one of the basic factors necessary for a successful project. Another is — unfortunately — just plain old dollars. If you can't afford this level of the game, you just have to find another level.

38: Small boats?

Dee: Well not necessarily smaller, but just a different type of racing. You can race 40-footers in PHRF and have a very good time, and win a lot of races — and not have to replace sails every six or eight months like you have to do at the grand prix level. I mean Monroe bought a lot of new sails for *Scarlett*, and he's going to need a lot of new sails for the Big Boat Series. That's not because the sails are blown out, it's because they just aren't quite as fast as they could

be.

38: Somebody was telling us that the maxis are wearing out some sails in just this Clipper Cup and will have to replace them for the Big Boat Series. Even the mains; do they go that fast?

Dee: The main goes faster than any other sail.

You see there is a degree of speed-inducing factors, and the boat — on the IOR level — is turning out to be a very small factor. There's the crew, which is the biggest factor, and the basic gear which is also a factor. Now sails — even though they are not the most important — are a factor, but not in the sense they are going to make you win races. But they are in the sense that if your sails are not as good as everybody else's, then you're screwed.

38: In other words if everybody has top sails there is no advantage, but if somebody doesn't have the best sails they are out of the hunt?

Dee: You're off the pace. *Bandido Bandido* is a perfect example. They were sailing around with a dacron mainsail that blew right up before the first start. So they had to sail with a storm trysail.

So you put a sail up when it's brand new, and that's as fast as it's ever going to be. The second time you use it, it's slower, and so forth down the line. Before long your sails are going to be off the pace.

In addition, you have to keep up with new developments. One of the reasons both *Scarlett* and *Bravura* have done so well in the past is they've always been able to keep one step ahead. Two years ago *Bravura* was one of the two or three boats that had a kevlar No. 4 here at the Clipper Cup.

38: That made a big amount of difference?

Dee: The boat went over a knot faster with that sail up!

The funny thing was that we didn't have it when the boat got here. But we did the Souza Cup over off Maui and I saw all this wind and said, "My God, Irv, we've got to have a kevlar No. 4." He asked if I was sure, and I told I was pretty darn sure. So I flew home and two days later came back with a kevlar No. 4. The boat just started going faster and faster all the time.

38: Is that the same one they're using on the boat now?

Dee: No, kevlar sails only last about a year. If you get a year out of them you're doing great. In a series like this we've already destroyed our No. 3 in the first four races.

38: Do any boats come to this series with two No. 3's?

Dee: We got our old one here. Damn right! I sure wouldn't like to have to race with it, but if it has to go up, it has to go up.

38: Why do the sails wear out so fast?

Dee: It's not that they break, they just lose optimum shape.

38: Where are the maximum stresses?

Dee: Up the leech, you get ten times more there than anywhere else. On a maxi the loads have to be a couple of tons on the leech. That's a lot of load supported by 6 ounce cloth. Then they've got these stupid boards in the sails that try and make it bigger. And to keep the leech from flapping between the 2x4's they've got a 16-part leech line [Laughter]. So you're wanking on everything trying to keep it together, and then you want to bend the mast three or four feet to flatten the main. And sometimes you want to flatten it out way further than any main was ever designed to go.

38: So beyond everything else, you're also hydraulically torturing the hell out of the sail?

Dee: Oh sure.

38: Even before that, it seems like it's hard to keep them sewn together. *Boomerang* ripped their No. 3 the first two days . . .

Dee: . . . and they ripped their No. 4, and then their No. 4 again . . . The things that we've learned with the use of kevlar over the years is that it doesn't give.

Let me take it from the top. We used to have boats where the hull and deck would bend with the loads. Then we made the boat stronger and realized — with the masts breaking — that the masts had become the weak link. This was back when all those Stearns rigs dropped at the Circuit. Then they got the masts pretty well engineered.

Recently we've started throwing all this kevlar up. Now kevlar is a stupid material. It fatigues and it has a very poor resistance to UV light — like none. The sun hits it and it's gone, so as soon as you put it up it dies. You know we were watching the maxi start today, and about six of them were early, flogging their kevlar 3's and 2's and mains. I pointed over there and said, "That's \$100 a second being spent on sails over there." [Laughter]. And it was — in fact probably more.

38: Continue your thought, boats got strong, rigs got strong, now we got kevlar.

Dee: After they got the hulls and rigs straight, when the boat hit a wave all the energy would be released in the stretching of the dacron sails. Mylar made it a little less moving, but then we started winding on kevlar which doesn't stretch. All of the sudden the boat hits a wave and the hull doesn't give, the mast doesn't give, and the kevlar sails don't give.

38: So what gives?

Dee: Well two years ago *Windward Passage* could not keep her 1/2 inch wire jib sheets from breaking with their kevlar 3 or 4. They had to put a dacron sail up to keep the sheets from breaking. [Laughter].

38: Let's move on to another topic. There are several other events similar to the Clipper Cup in the world. Can you evaluate them?

Dee: From what I know, this Pan Am series is the best. The SORC is definitely overpublicized and overrated. I hate it. You've got to be there to see what's going on and to be part of the publicity and all that crap, but the only reason to do the SORC is if you're going to win. If you don't win, it's real depressing. The weather isn't so hot, the race management isn't so hot, Florida stinks in that it's not a very nice place to visit, and Nassau is only a little better. The racing itself is okay, but it's reaching around, boatspeed, and in the Gulfstream. Also I don't like moving from town to town, and I don't like not having some decent buoy racing mixed with some decent ocean racing. That's why the five race series such as Sardinia, and Clipper Cup are better tests of sailing competition.

38: What about the Admiral's Cup in England, that has always been the premier IOR event?

Dee: I raced that on *Scarlett* last time and it's a frustrating series. However racing in Europe — boatwise at least — is the most extreme competition I've sailed in. Only because they start all the boats at one starting line at once, and all the boats are very well sailed. Forty-five boats hit the starting line simultaneously. That's fun, challenging. Also at the Admiral's Cup you get a much more international flavor to the regatta. I love that stuff.

But I don't like the series because it's really kind of stupid. They've changed it, but they used to have the the inshore races in the Solent. Racing in the Solent is just dumb racing; you end up having funny holes, you have different winds on one side than the other — it's a test of patience and frustration. Everybody gets their breaks so it all evens out, but still. I like sailing like that in the sense that there are big gains to be had. But the handicap system is time on time unlike here which is time on distance, which is different. And then the two off-shore races are really bad. From what I know, the Clipper Cup is the best.

38: Thank you.

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Sundowner was short-sailed to slow her down. Even so she was pitching four knots into a total inky moonless dark. Ty and I had been sitting two-hour watches at the helm for eight hours because we were closing in on the often invisible reefs of the



Sundowner's crew: Toni and Ty Knudson, Justin Withington.

Lau group in Fiji. We had sailed under a completely overcast sky for three days since leaving the Ha'apai Islands of Tonga.

We did not expect landfall before noon, but we had been becalmed for eight hours and currents are known to flow both east and west on this route. The sad irony was that we

PHOTOS COURTESY OF TY KNUDSEN

lucky the previous time to spot the peaks of Ongea Ndriti Island at first light exactly where Ty's DR put it. Now at 0400 it was so dark I could see nothing beyond the running lights. We were both tired from the vigil, but as Ty came up to relieve me our senses startled alive at the constant crunching roar of reef sounds. Before she rounded into the wind, a black mound turned into a white wall of foam dead ahead.

As we sipped our coffee in the cockpit waiting for dawn to show us Ongea Levu a few miles away, Ty and I decided it was time to get a satellite navigator. We recalled other times during the past few years when, like a junky, we would have given anything for a fix. On one trip from New Zealand to Tonga we wanted to stop at Minerva Reef, but with no fix for two days we gave it a wide berth. Then a storm pounded us. We squeaked along or drifted hove to for hours on end. After seven days Ty managed one quick fix between the clouds. We were south of Fiji by then and had to beat back several hundred miles to Tonga — another four days without a sight.

Enough, we said, we'll get the right gear even if it means, heaven forbid, stopping to work. Ty had at that point been cruising for 14 years and is a crackerjack navigator. He has taught me to navigate and is now teaching our son Justin, age 10, to take sights. But

laugh at stories of approaching the Lau group at night.

Recently we had a big chuckle about a letter in *Latitude 38* (April 1984) in which a traditionalist poo-pooed the SatNav as an unsatisfying convenience. He said the sailor will see "a few clouds now and then, but they don't last". What sea does he sail?

"Beyond adding to convenience and safety, our friendly electronic navigator has increased our enjoyment and comfort."

We agree that relying on any piece of equipment is crazy, and that anyone taking off without actual at-sea experience with celestial navigation is a fool. Also perfect fixes will probably not save a boat from poor seamanship. Yet we have found that a year of non-stop — knock on wood — navigating our little gray box has given us five things we didn't have before:

1. Freedom from anxiety when weather

SUNDOWNER'S SAILS

A lot of West Coast sailors are probably familiar with Ty Knudson. Ty sailed a Westsail 32 through Mexico, the South Pacific, and the Pacific Northwest, before coming back to work for Westsail during the company's hey-day. About seven years ago he completed equipping his new Westsail 43, and has been out sailing between Alaska and Australia since that time.

In all Ty has been out cruising almost all of the last 14 years. We hope to draw on his wide experience of places and matters of interest to cruisers. If all goes well with the

mail, this will be only the first in a series of articles.

Just to keep you up to date, here's what Ty, his wife Toni (who wrote the following article) and young Justin have been up to lately:

"The stamp on this letter will let you know where we are — Tarawa Atoll in Kiribati. Beautiful spot. Nice anchorage. Unbelievable good weather. We are starting our fourth year and third loop through the South Pacific.

We spent five months last year in Papua, New Guinea, much of it in the islands off the southeast tip. Fabulous. We stayed in Rabaul until they kicked out all the boats because the volcano was threatening to blow. Then we played around the wilderness of New Ireland before heading off for Nissan Island, Kapingamarangi Atoll, Ponape and Kosrae.

Our probable route for this year includes Abemama Atoll, Tuvalu, our third run through Fiji, Vanuatu, the Solomons and back to Papua, New Guinea.

had been in the same position during a Tonga to Fiji crossing just the year before. Three days and no navigational fix.

The notorious reefs of the Lau group eat several boats a year. Some California friends lost their Fuji 35 there in 1981. We were

our Magnavox MX-4102, which we have had for over a year now, has changed our cruising so much for the better we can now

makes sun and star sights impossible. This year we sought shelter at tiny Kapingamarangi Atoll after three days of storm and some broken rigging.

2. The ability to follow a rhumb line or great circle route almost flawlessly. By ad-

ON SATNAVS IN THE SOUTH PACIFIC

justing to an increasing westward set we managed to keep a straight shot to Ponape.

3. *The information to find and use currents and counter currents to our advantage.* Rather than come high of our destination from Australia to Papua, New Guinea, as old salts had advised, we rode a current right to our mark and saved half a day.

4. *The chance to approach tiny mid-ocean reefs and islands on cloudy days.* We had a truly spectacular day of diving at submerged Bougainville Reef.

5. *The choice of taking parts of 50- to 100-mile passages at night.* We spent uncounted extra days of diving and shorettime coming up through Australia's Great Barrier Reef because we could sail at night and play during the days.

The SatNav has also aided us in teaching our son to navigate. Not only can he test his sights against the computer, but on his two-hour watch each day he logs entries and can practice plotting all he wants.

Free of the chore of taking fixes, we find we spend more time tracking down weather information.

Ty has never let us rely on a satellite fix without the back-up of all visual aids we used before, plus radar and depth sounder checks where needed. The three of us keep 24-hour watch with someone scanning the horizon every ten minutes at night, 15 minutes during the day. Closing on land in the dark we still keep constant lookout and hold offshore until a visual sight is made. It's just that the nagging anxiety is now gone.

To properly use our machine we also keep a separate log for it, marking down every good fix (unless it comes within 15 minutes of another) with the GMT, LMT, satellite number, elevation, latitude, longitude and the distance and direction the fix is off our on-going DR. This is how we keep track of currents affecting us and check our mechanical log. In a recent windward passage between Kosrae in the Caroline Islands and Tarawa in Kiribati, we found ourselves bucking a one-knot current. By slipping south less than 100 miles we found a half-knot counter-current that we used for five dys. That little maneuver meant we sailed 180 miles less than we might have.

Our funds did not stretch far enough to afford the interface that will someday allow us to hook our log and compass to the SatNav. Whoever is on watch must continue to check

our course and speed and plug it into the box. In keeping an accurate DR by celestial navigation the wise sailor keeps tabs on this anyway. We still make hourly entries in our main ship's log, but changes don't always occur on the hour and by pushing a few buttons this wonderful gadget does all the figuring for us. Rich folks don't even have to

The Westsail 43 on yet another round thru the South Pacific.

bother with this chore as the interface records constant changes, even when you stop to land a fish.

Currently in the equatorial and south Pacific Ocean we are receiving signals from five satellites. On the average we get about 14 good fixes a day, but this can vary from ten to a miraculous 24. The receiver rejects about four to six signals per day, sometimes as many as ten. The average time between good fixes is a little less than two hours. Four to five-hour waits are not uncommon. The longest span we have had between good



SATNAVS IN THE SOUTH PACIFIC

fixes is eight hours. Where we used to go days without bothering to take a sun sight blithely satisfied with our DR, we now sometimes grit back the panic when it's been hours since a good reading. It's called the theory of relativity.

We have learned to turn on the SatNav before leaving the harbor because sometimes it takes extra time to catch the first signals from the satellites. Besides it is nice to know the thing works before charging off.

By testing the accuracy from known points we figure our machine's accuracy is within a quarter of a mile of our location, but has been as far off as one mile. On the Brisbane River it once had *Sundowner* sitting in a shopping center.

We still take sights with the sextant now and again to keep it and ourselves from getting rusty. But the main point is that beyond adding to convenience and safety our friendly electronic navigator has increased our enjoyment and comfort of cruising.

I'll admit that the thrill is gone from the first

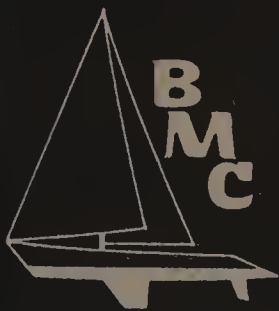


sight of a tiny low island being where it's supposed to be after a long passage using just sun and stars. But the thrills of a quick, safe

trip and a dive on a mid-ocean reef are satisfying replacements.

— **toni withington knudson**

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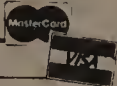
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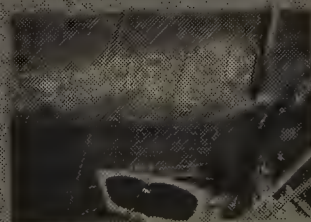
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THE RACING

This month we'll see how the **Fireball Worlds** came out, as well as the **Jack and Jill** race to Hawaii and the **Shields Nationals**. Also the latest on the **America's Cup** and a run down of upcoming regattas.

RACES PAST

Fireball Worlds

One of the most international fields ever to sail on the Bay gathered at the Richmond YC from August 13th to 24th for the Fireball dinghy North American and World championships. Over 50 of the high performance, 16-ft dinghies from the U.S., Canada, Australia, England, Ireland, Switzerland, Japan, East Africa, Italy and South Africa took part. Winner of both regattas was the Australian team of Gary Smith and Nick Connor, who make their home on the island of Tasmania.

The presence of South Africans at an American sporting event created a little stir of its own, according to host Richmond YC's secretary Helga Imkamp. "Representatives of the U.S. State Department came by to make sure that they weren't here as a team," she says, since that would violate our boycott of South Africa. The sailor's visas were clearly marked that they were here as individuals, so there was no further problem.

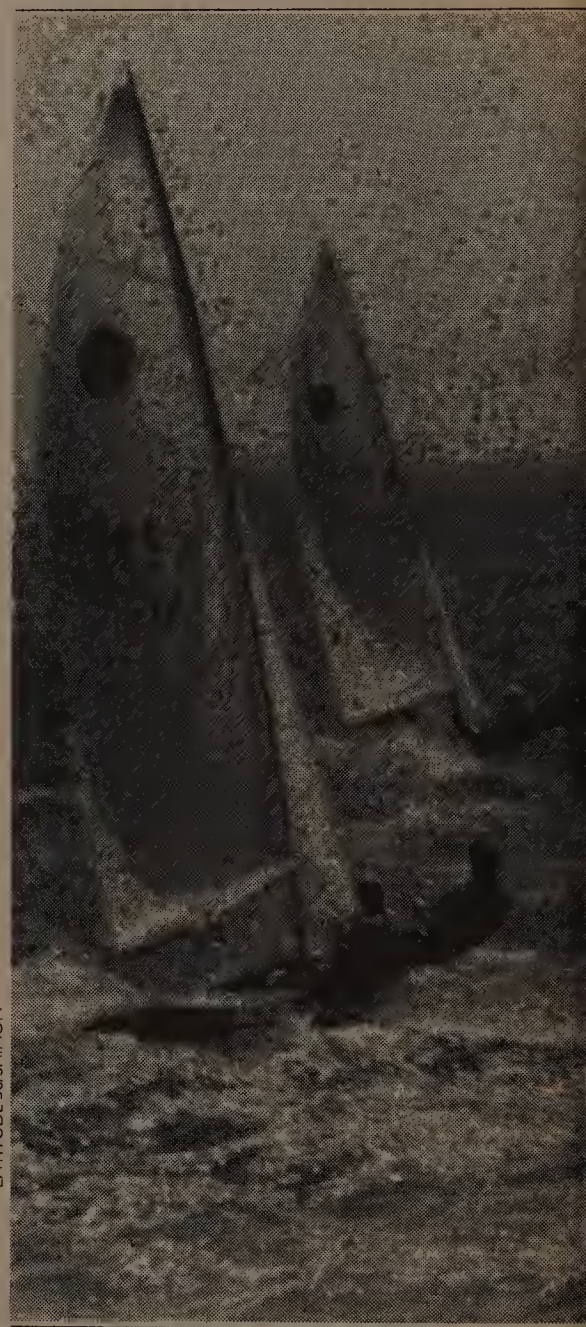
Out on the water, things were quite tempestuous, though. Regular winds of 20 to 25 knots powered the fragile craft, their

crews suspended over the water on trapeze wires, around the courses on the Berkeley Circle. On the spinnaker reaches they were hitting some pretty incredible speeds, which made spectating for those nearby quite enjoyable.

There were, of course, the requisite number of mishaps. Kurt Schmidt, crewing for Richmond's Kers Clausen, found himself separated from the boat after his trapeze wire parted. Luckily a following competitor spotted Kurt and reunited him with skipper Clausen. Ironically, the two boats ended up tied overall going into the last race. Kers bet a six-pack on the outcome. He also wagered a 12-pack with another crew. "I won 18 beers!" he proclaimed after the finale. He adds that his memory after that is a bit foggy.

Results: North Americans — 1) Gary Smith/Nick Connor, Australia, 1,2,12,2,9 = 21 pts.; 2) Lindsay Irwin/Phil Chadwick, Australia, pms,6,1,6,1 = 23.4 pts.; 3) Greg Snell/Chris Snell, Australia, 3,5,6,5,3 = 31.4 pts.; 4) Brett Willetts/Paul Hanson, Canada, 4,1,7,dnf,7 = 34 pts.; 5) Jalngen Coblentz/Dave Kitchen, South Africa, pms,9,3,3,4 = 34.4 pts. **Worlds** — 1) Smith/Connor, 5,1,1,8,1,1,dnf = 24 pts.; 2)

It gets wet and wild on the Berkeley Circle in mid-summer.



LATITUDE 38°S/HIMON

Mark Rushall/James Baxter, England, 7,2,2,2,4,7,2 = 45.0 pts.; 3) Irwin/Chadwick, Australia, 1,11,3,9,5,9,2 = 48.7 pts.; 4) Dave Hudson/Terry Reynolds, South Africa, dnf,6,12,1,2,3,11 = 55.4 pts.; 5) Nigel Abbott/Craig Smith, Australia, 3,7,13,3,3,6,12 = 59.0 pts. **Top American** = 14) Tom and Ted Weld, Connecticut, 9,pms,7,17,7,22,6 = 103.7 pts.

Jack-and-Jill Race

The Sloop Tavern YC's Jack-and-Jill Race from Washington to Honolulu drew seven entries this year. The one man-one woman crews started on July 1st in Port Angeles, Washington, and finished off Diamond Head. Both first-to-finish and corrected time honors went to Vancouver's Tim and MaryEllen Marks in their Nonsuch 30 catboat *Coronet*. Their elapsed time, breaking the 1980 course record by almost a day, was 19 days, .15 hours, 51 minutes and 43 seconds.

Tim and MaryEllen have lived on *Coronet* in downtown Vancouver for the past four and a half years. Most of their prior sailing experience had been cruising the straits of



LATITUDE 38°S/HIMON



They say "balling" is more fun. Here the Fireball fleet heads off after a start.

Juan de Fuca and Georgia, and Tim has crewed racing boats for the past four years. The free standing Nonsuch rig with no headsails makes for simple sailing, and in the 2,349-mile Jack-and-Jill that obviously paid off. In the 1982 race, they turned back after seven days of light wind and seasickness. This year their goal was to simply "complete the trip", which they did more efficiently than anyone else in the race. Second place went to Seb Reidl and Veronica Zehntner, also of Vancouver, on the 46-ft custom sloop *Sea Ray*.

Shields Nationals

Young Mike Polkabra, a 23-year old UCSB senior from Monterey, California, won this year's Shields Class nationals on August 22-25. Sailing out of his home Monterey Peninsula YC, Polkabra emerged victorious from a fierce duel with Rick Tears of Dallas, Texas. After trading first and sec-

ond in the first three races, these two match raced for the final three heats in the 16-boat fleet. Polkabra, sailing with his father Steve, Jack McAleer and Joe Rogers as crew on the 30-ft sloop, put it all together in the final race



Mike Polkabra, Shields Class National Champion.

to win by just over two points in the final standings.

Results: 1) Mike Polkabra, Monterey, 2,1,1,3,6,4 = 10.5 pts.; 2) Rick Tears, Dallas, Texas, 1,2,2,4,4,7 = 12.75 pts.; 3) Chick Hudson, Monterey, 6,3,5,2,3,3 = 16 pts.; 4) Chris Withers, Narragansett, New York, 4,4,8,6,1,5 = 19.75 pts.; 5) Alan Meril, Dallas, Texas, 3,5,12,8,2,10 = 28 pts.



Recording race finishes is one of the things that Edna Robinson of San Leandro is a pro at doing.

AMERICA'S CUP

The loss of the America's Cup last year by Dennis Conner and his *Liberty* crew was probably the best thing that ever happened to 12 Meter racing and competition for the "auld mug". Freed from its dusty case at the New York YC, the Cup is now attracting more attention than a nude beauty pageant

LATITUDE 38 SHIMON

LYN HAYES



COURAGEOUS II SYNDICATE

'Courageous II's new "Vortex Wing" keel.

queen. No less than 23 syndicates representing eight nations, including nine from the United States, have paid 12,000 Australian dollars to have a go at capturing the trophy. That's peanuts compared to the \$10 million each is expected to pay on the average to conduct their campaigns.

Already off and running is the *Courageous II* Syndicate from White Plains, New York. On August 4th, chairman Leonard Greene presided over the re-launching of the venerable *Courageous*, originally built in 1974 and winner of the Cup in 1974 and 1977, in Newport, Rhode Island. Definitely the senior citizen of the 12 Meter fleet, *Courageous* had a new wrinkle to show — a "Vortex Wing" keel [shown in the picture]. Computer-designed by Greene himself, an aerospace scientist, the winged keel is no double the first of many we'll see in the upcoming years. Aussie Ben Lexcen stood the traditional 12 Meter designers on their ears with his winged keel on *Australia II*, winner of the Cup in 1983.

Also due for launching at the end of September is *America II*, the boat John Koliou of Texas will be helming with San Francisco's John Bertrand offering tactical advice. Koliou and Bertrand were part of the *Courageous* crew in 1983, putting on an impressive show against Tom Blackaller's *Defender* and Conner's *Liberty*. After some sailing on the East Coast, *America II* will head off this winter for two months of sailing

off Perth, Australia, site of the 1987 America's Cup races.

Locally, the St. Francis 12 Foundation is proceeding full speed ahead with their challenge campaign. According to coordinator Bob Scott of Sausalito, they have been talking seriously with Oakland's Gary Mull and Newport, R.I.'s Dave Pedrick on the design for their two planned 12 Meters. They hope to launch their first boat before the spring of 1986. Mull is an experienced 6 Meter designer who recently completed the 80-ft maxi IOR racer *Sorcery*. He is also one of the world's authorities on rules governing yacht design. Pedrick has extensive experience with 12 Meters, having helped design the original *Courageous*, as well as drawing Russel Long's *Clipper* and Blackaller's *Defender*. Alameda's Tom Blackaller will also be part of the St. Francis program, offering his expertise in the sailmaking department.

Scott says the foundation has received a lot of interest from sailors eager to crew on their boat, but it's too early to say much about who else will be involved. Right now the emphasis is on getting the right design, and Scott adds that response from local high tech companies has been overwhelming. "There are many fresh, new ideas," he says. "It will take a long time to sift through

everything we've got so far!"

The syndicate kicks off their fundraising activities this month with a black tie dinner. Their goal is an estimated \$8 million, and they look forward to corporate, private and public contributions. "This is going to be a Bay Area project," says Scott. "We'll be inviting the public and the yacht clubs to participate in the future, and we also intend to include them in the fun and the glory. Our goal is to bring the Cup here to San Francisco Bay in 1987!"

Also in their schedule is a 12 Meter regatta on the Bay in the spring of 1986, to which all 23 challengers have been invited. The telephone number for the Foundation's office in Sausalito is (415) 332-5090.

With over two years to go before the first official race for the America's Cup, controversy is already raging. Australian Alan Bond, the man who financed three campaigns before finally winning in 1983, is locked in a battle with the host Royal Perth YC over marketing the television rights to



the 1987 challenge. Hundreds of millions of dollars are at stake here and "Bondy" feels he has a right to capitalize on his initial investment. He is also at odds with the RPYC over the rights to the America's Cup logo.

Another trouble area concerns the role of the International Yacht Racing Union (IYRU) in the 1987 races. According to the deed of the Cup, there is supposed to be one challenging yacht club of record which is responsible for running the challengers' eliminations. The IYRU, however, has proposed that they be in charge. Most of the American challengers, headed by Dennis Conner's group from San Diego, are vehemently opposed to that idea. The IYRU, they feel, should remain an independent body, able to resolve any disputes (such as the winged keel controversy in 1983) without a potential conflict of interest.

And to think that sportswriter Ring Lard-

Moore 24's beating up the Cityfront during July's Lipton Cup.



LATITUDE 38 JCH-N

ner once said that America's Cup racing was as dull as watching grass grow!

Tom Dandurand's 'Spitfire', driven by Chris Corlett, won the August 23-26 Santana 35 Nationals. Here, 'Swell Dancer' chases 'Take Five' (18645).

This time, says Plotner, they "will take on the infamous Berkeley chop, which we all just 'love.'"

Designed by Frank Butler, the Coronado 25 first started production in 1965. Seven years later, over two thousand boats had been completed before the line was discontinued. Originally intended for Southern California sailing, San Francisco Bay sailors reefed the boats up with double lower shrouds, heavier wire, mast supports and different spreader arrangements while still maintaining a strict one design fleet.

Having put enough boats on the starting

RACES FUTURE

Coronado 25 Nationals

In 1977, the St. Francis YC hosted the Coronado 25 Nationals, and fleet measurer Gary Plotner recalls that the 27 entries played dodge'em with the rocks, walls and other obstructions along the City Front. This year, the Berkeley YC will host the same regatta on August 31st to September 2nd.



line for the past 15 years to maintain their YRA one design status, the Coronado 25 has proven itself as a racer. It also sleeps five and can be a comfy Bay and Delta cruiser. All this for a boat that originally cost \$4,000 and now goes for less than \$10,000!

For information on the Nationals, call Sally Green at 938-5385 (h) or 935-3010 (w).

Worth Brown Regatta

IOR racing comes to Santa Cruz this Labor Day with the first Worth Brown Regatta from August 31st to September 2nd. Dedicated to businessman/yachtsman/windjammer Worth Brown, "the father of Santa Cruz Yacht Harbor", the series consists of the long distance windjammer race from San Francisco to Santa Cruz on the 31st, followed by two 26-mile ocean triangle races off Point Santa Cruz on the 1st and 2nd. Entries must have a valid IOR certificate in order to register. There will be plenty of partying too, with a Windjammer buffet and breakfast and dinners available to the Santa Cruz YC. For more information, call Dr. Georges McCormick at (408) 476-0220, ext. 1337, or the Santa Cruz YC at (408) 425-9800.

Hawkfarm Nationals

Three past champions are expected for the September 1-3 Hawkfarm Nationals at the Berkeley YC. After two days of course racing on the Bay, the fleet will head out the Gate for a little ocean test. Winners of each

Leland Wolf's new 'Wolfpack', the Peterson 48, threads her way through the Golden Gate on the Duxbury/Lightship race.

race get a free case of Beck's Beer. The class newsletter says crew spots are available. Call John Knox at 841-2275 or Bill Perrin at 495-0133 for more information.

Nimitz Regatta

No, this wasn't named after the freeway, but rather the World War II navy hero, Admiral Chester W. This 15-miler starts at the Berkeley Circle and tours the Bay. Last year's version did feature a rush-hour traffic-type finish after the breeze died and then filled in again. Don't miss the fun and games this time around. You can call the YRA for applications at 771-9500, or Bobbi Tosse at 939-9885.

Hobie 18 Nationals

San Francisco Bay will host its first Hobie 18 Nationals on September 24 to 29. Up to 135 teams of skipper and crew are expected to compete in this series. Thirty brand new 18's, which carry double trapeze wires, are available for charter for anyone who wants to try and qualify on Monday and Tuesday. The championships series will run on the remaining days. Launching will be off the beach at Aquatic Park in San Francisco, right next to Fisherman's Wharf. Also on the agenda are such events as a free Red & White ferry tour of the Bay with dinner and a

tour of Alcatraz for all registered sailors. Sounds like much fun! For the low down, call Mike Montague at (707) 545-1195 or the race department at Hobie Cats, (619) 758-9100.

Race Notes

The Santana 525 fleet will hold a picnic and sail on September 22 and 23 at the Vallejo Marina. Morale for these sailors took a nose dive this summer when their nationals, planned to take place during Lake Tahoe's Sail Week in July, was cancelled. At least 30 boats had signed up, but conflicts between the Northern and Southern Californian contingents sank the series before it started. NorCal representative Shelley Geyer says the local sailors want to get into the Handicap Divisions Association next year and race one design the year after that. The September event is seen as a first step in regrouping and getting back on track. Shelley can be reached at (415) 533-1581 (w) or (415) 753-3780 (h).

For you computer bugs, the U.S. Yacht Racing Union (USYRU) has a library of computer regatta scoring programs available for your use at nominal cost. They can be run on calculators and personal computers including Apple, TRS-80, IBM PC and Heath Zenith models. Write to the USYRU, Box 209, Newport, Rhode Island 02840 or call (401) 849-5200.



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CHANGES

With reports from **Serendipity** in French Polynesia; **Unicorn** in Moorea; **Dancer** in Papeete; **Calaveras** in Suva, Fiji; **Phase II** in Long Beach; **Fantasia Opus II** in Bora Bora; **Peti Bebe** in Papeete; **Vellela** in Gibraltar; **Keaki Rose** in Stuart, Florida; **Thalassa** in Mallorca; the **Keikahanui Inn** at Nuku Hiva; **Coaster** in the Azores; **Esperanza** in Tahiti; and **Simoon** at the Bora Bora Yacht Club.

Coaster — Gaff schooner Stephen Royce, Karen Hunt, John Ricker, Dede Royce Horta, Faial, Azores (Santa Cruz)

What could be better prompting to write in to you than to be right back near latitude 38, even if the longitude marker now only reads 28° west? The answer — receiving April's issue of *Latitude 38* from our neighbors, Dick & Pat aboard *Iolanthe* from Palo Alto. All morning I have been absorbed in reading of what's doing in the Bay Area and of special interest to us is the Santa Cruz report.

Today is a cold rainy day in the Azores, which makes it a good day to work on designing our painting to be put on the wall here. It will show that we have sailed from

(address: Yate Coaster, c/o Postà Restante, Lisboa, Portugal). September should find us in the Mediterranean, probably in the Balearic Islands off of Spain.

A few words about where we are and have been. Horta is a sailor's oasis stuck in a temperamental ocean. The Portuguese could not be more congenial to transients. Public showers are provided, as well as mooring buoys free of charge. Checking in is simple and hassle-free. The cost of living is very inexpensive (dinner with wine \$3, beer \$.30). For us this is a pleasant change from the expensiveness of Bermuda where the cost of living was \$50/week/person.

Our passage from Bermuda to the Azores took us 13 days, 20 hours for 1,800 miles. Nothing broke despite our being in the roughest weather we have yet to experience. I am referring to the same storm that took the *Marques* down. From then on the weather improved and our most used sail was our 1951 spinnaker.

Now we sit in Horta, meeting fellow cruisers that mostly hail from Europe — France in particular. A wealth of information is exchanged among the many boats here, a real de facto crossroad of the Atlantic. The nucleus is centered at the Café Sport, the sailor's watering hole. It will be my pleasure to leave the April issue of *Latitude 38* there when we leave, and if anyone feels like sending us a current issue to Lisbon, I will happily reimburse you. Thanks.

— stephen royce and crew (7/4/84)

Esperanza — Garden 41 Fred Boehme and Jo Lawler Maeva Beach, Tahiti (Monterey and Honolulu)

You will have to pardon my typos. After taking 36 days to make a 20 to 24-day trip, I'm still a bit mushy in the brain.

We departed Honolulu for the second time on May 5, bound for Papeete. After motoring out of the Ala Wai Harbor, we sat 5



miles offshore all night with no wind. Consistent with that time of the year, though, the trades started to pipe up the next morning and were blowing 20 to 25 knots. We had the usual problems aboard for the first few days. Both the ship's captain and the ship's cat were seasick.

On day 8, at 0300 local time (it always happens at night), our port chainplate broke. We have split backstays and are ketch rigged, and the chainplate that broke supported the port main backstay and the mizzen backstay. We dropped all sails except the main, and we put two reefs in that. Then we jury rigged the main port backstay onto the forward port mizzen stay. (We used the spare and regular mizzen halyards for the mizzen port stays).

So there we were, trying to beat to make enough easting to cross the line at 148 degrees west (we were currently at 157 degrees, 30 minutes west) with a jury-rigged main backstay and no mizzen. (*Esperanza* is



COURTESY STEPHEN ROYCE

'Coaster's Transatlantic crew: Stephen Royce, Karen Hunt, John Ricker, and Dede Royce.

Santa Cruz in a record time of two years, eight months, ten days, 14 hours. I heard rumor that a picture of the Horta wall was just featured in *Latitude 38*, but if this is false I will gladly send one because it is really worth seeing.

We are awaiting the arrival of an additional crewmate before setting sail to northwest Spain, near the Bay of Biscay. Once there, with prevailing northerlies behind us, we plan to coast down the coast of Portugal, stopping in Porto to pick up some Port wine and in Lisbon to hopefully find some mail



COURTESY STEPHEN ROYCE

'Esperanza' departed for Tahiti from here, the Ala Wai Yacht Harbor.

fairly well balanced and usually uses her mizzen when going to weather.) Then we got on the ham and phone patched to a friend in Honolulu who has a similar boat. We told him our plight and asked him to research a better jury rig so we could continue our trip.

Two days later, we had installed a "permanent" jury rig consisting of 6½ feet of 3/8-inch anchor chain (hacksawed off our anchor rode in 15 to 18-foot seas) rove through our rear hawes and a deck drain. We back-blocked the chain with miscellaneous lengths of 2 by 4's that I thought I'd never use. Then we attached a ¼-inch stainless steel shackle and a 5/16-inch bolt to the turnbuckle, and away we went at three to four knots French Polynesia.

People who arrive here with a visa obtained at either a consulate or embassy are finding that they cannot get their visas re-

newed. If they come in with a 90-day visa, that is all the time they get in French Polynesia. On the other hand, anyone who arrives with no visa gets to stay 30 days — no visa is required for the first month — during which you can apply for a three month renewable (for three more months) visa. At the end of that time, you may then write the high commissioner and request an additional six months, which is almost always granted.

I realize the policy of not renewing a visa obtained outside French Polynesia does not make a whole lot of sense, but that is the policy as of this date. The rationale behind it is: "If people want to stay longer in French Polynesia, they would have obtained a longer visa." Many people can and do argue against this train of thought, but to no avail. For the moment, this is the official policy.

As a possible solution for those whose visas were obtained out of country, we suggest you write the High Commissioner, Papeete, Tahiti, and state your problem.

Point out — very politely — that you spent a considerable amount of time obtaining the correct papers prior to arrival in an effort to have everything in order and eliminate problems once you reached French Polynesia. Also mention how many years were spent in preparing for the trip, etc. I would suggest that you take a copy of this letter to immigration. Then you'll just have to wait. The reply will be in letter form, so be sure and include a local address. I think you could wait it out in Moorea, but I'm not sure.

New subject: Tony of *Tony's Net* passes on the following regarding cruising in Bali: Letters of introduction from consulates, embassies, state departments or any place else will *not* get you into Bali. A letter of clearance from the Indonesian Department of Defense and Security is mandatory.

Also from Tony; all cats must be kept aboard at all times while in New Zealand. He didn't mention anything about bonding for a cat, and I've heard from a couple who were in New Zealand three months ago that no bond was required. They said that the government just kicks you out if you let your cat ashore.

Well, that's about all for now. As you can see, this poor old typewriter has just about had it. Thank God for white-out and Jo.

— fred boehme and jo lawler (7/10/84)

**Bora Bora YC and more
Simoon — Columbia 50 yawl
Bob & Gail Jensen
Bora Bora, French Polynesia
(Ukiah & Sausalito)**

We've got an update for you on the Bora Bora YC. When Alex and Michelle ran the club it was one of the best and most welcome havens for yachties in the South Pacific. But when they sold the club, the new owner started with no love for yachts. This situation lasted until all the business and yachts had been driven away.

That new owner has now gone into part-

nership with Noel and Debbie Levaton.

Noel is from Mauritius, and like Alex before him, speaks five languages. Debbie was born in Kenya of English parentage. They have extended the dinghy dock, expanded the bar and restaurant, and have generally opened up the whole lower part of the club. Now we can sit outside, under cover, and eat our meal with a beautiful view. Instead of the old snack shop, Noel & Debbie have hired the best chef on the island. The meals are excellent and reasonably priced.

Other additions include three inboard boats for rent, and five floating hotel rooms — the latter of which they wish weren't there. There are five moorings at the Bora Bora YC, including one with water yachties can use to fill their tanks. Another addition is the curio shop which sells burgees and yacht club t-shirts.



At the Bora Bora YC; owners Noel and Debbie, 'Simoon's Bob Jensen, and Briget.

As before, they do laundry at the Bora Bora YC and the first drink is on them. Also as before they let yachties run a tab and keep a log of all the visiting boats. There's also a shower.

The 'new' opening of the Bora Bora YC

was on July 4, and we on *Simoon* were one of the first boats to use the new facilities. We were very pleased with them, especially since the trades have been pumping at 30 to 40 and the yacht club has been the best place on the island to anchor. The Bora Bora YC is again a must stop while in French Polynesia, and it sure would be nice to have the old log books back here so everybody could look through them.

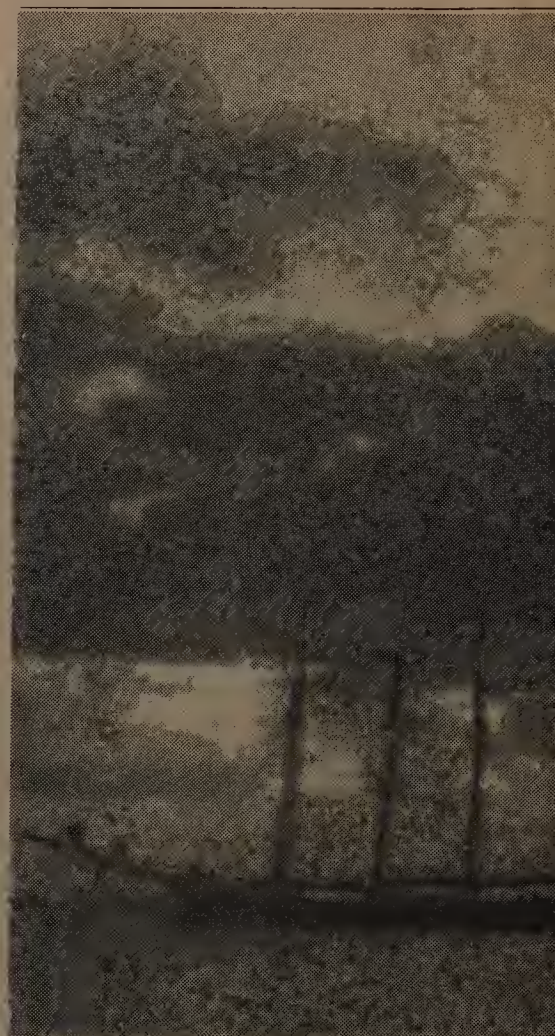
While I'm writing, I might as well make a few comments on some products we've purchased. Before we left San Diego for the marquesas we bought a Meridian SatNav. It worked perfectly for the first two weeks at sea, then it quit. It wouldn't accept any information, it couldn't be programmed. We sailed on to the Marquesas, Tuamotus, and into Papeete with it broken. We had really been looking forward to having it in the tricky Tuamotus.

We sent the Meridian back to the factory from Papeete with a list of what it did and did not do. Six weeks later we received a note saying that the antenna was defective. The antenna was replaced and we left Papeete with the unit working perfectly.

Two weeks later it stopped functioning again. So we mounted the spare antenna that our daughter had brought down with her. It still didn't work. The darn thing would accept a program, but would not track a satellite.

My suggestion is that when you go to sea that you take two SatNavs if you really want to be sure you can use one. From talking to different boats, we've heard that the Magnavox and the small new Walker units seem to work very well.

Now let's talk about bottom paint. Just before we left Sausalito for San Diego and eventually French Polynesia, we purchased some surplus submarine bottom paint from a place in Petaluma at \$110 a gallon. We were told that it would be good for four years — although we really didn't believe it. If it lasted one year we would be happy. But no such luck. We've had it on our hull for 9 months,



and every time we anchor the weeds and barnacles have to be scrapped off.

— bob & gail (8/8/84)

Bob — We told you that you should have bought the cheap bottom paint.

Thalassa — 40-ft Italian sloop Cal Ares & Cheryl Bednanski Andraik, Mallorca (San Francisco)

We thought it would be of interest to other sailors to hear of our experience as we are in the middle of the first leg of a "Let's sell out, buy a boat in Europe, cruise the Mediterranean, and work our way back to the Bay" trip.

After following the European boat market for the last several years, we felt that we could sell our Westsail 32 here, buy an equivalent boat in Europe, and still have enough money left over to cruise back to San Francisco — perhaps even throwing in some time in the Mediterranean. The key was to find a "don't wanters" on the European market, meaning a seller who just doesn't care anymore about the romantic or esthetic value of his boat, but just wants to dump it.

Within a week of selling our boat, we discovered an ad in the English mag *Yachting*



The choice is up to you; this or the Nimitz Freeway?

World for what had all the appearances of the boat for us in the price range we could afford. A correspondence with a broker was begun that ended with our flying across the big pond in February 1984 to inspect, survey and buy *Thalassa*, a beautiful 40-ft Italian cruiser/racer with teak decks and interior. *Thalassa* is very similar to the Swan 40 with a more cruising-oriented elegant interior.

We left Vilamoura, Portugal, in late March, in what natives tell us was the coldest, wettest year in many. We have since picked our way — mostly day hopping — from Portugal around Gibraltar and up the coast of Spain to the Balearic Islands, where we are currently. The sailing has been good with lots of wind, generally aft of the beam. The waves can get steep and short, perhaps 10 to 12 feet, with the most beautiful shade of blue showing through the crests.

Spain, of course, reeks of history. We sailed into a port like Palva Mallorca with its magnificent turreted castle on the hill. The castle was perhaps built on a site used by Bronze Age people who gave way to the Iberians who were overthrown by Phoenicians, Carthaginians, Greeks, Romans, various tribes of Barbarians, Moors, Romans again, Vandals, Byzantines, Visigoths,

British, French, British, and finally Spanish. A remarkable place this cradle of civilization.

Our plans are to see the western Mediterranean as far as Malta, then cross the Atlantic to the Caribbean in November 1984 and back to the Bay by November 1985. We haven't seen a *Latitude 38* for four months, and I'm tellin ya they are sorely missed.

— cal & cheryl (6/1/84)

Marquesas Information

Frank and Rose Corser

Keikahanui Inn

Nuku Hiva, Iles Marqueses

We are enclosing an ad for your Classy Classifieds. We are taking our boat *Courser* home to sell; we just don't use it. We would like you to know that as *Latitude 38*'s arrive, whether by mail or boat, they make the rounds of the anchorage here in Taiohae. You're doing a fantastic job!

We do have some information which might be helpful for those cruisers heading our way. During last year's *El Nino*, the South Pacific really had its problems; however this year is getting back to normal although we are having more rain than usual. We have northeast trades from December through May, and the winds swing east to southeast only during May through November, which brings our rainy season. The

southeast winds will normally last only a few days and swing back east again and sometimes on up to the northeast.

All of the islands have bays with good holding ground; the best are in Nuku Hiva — open, deep (large) and good holding ground. The only coral reefs are close in-shore in a few bays, as in front of our hotel in Taiohae.

Water and diesel can be a problem if you require a lot to resupply. We recommend that you notify Maurice McKittrick before you leave the mainland if you want in excess of one drum of fuel. A raincatcher can easily keep your water tanks filled; all the reservoirs were destroyed during last year's floods in the Marquesas and the water is not pure except in a couple of bays. Taioa (commonly



Rose Corser at the steps of the Keikahanui Inn, Nuku Hiva, Marquesas.

known as Daniel's Bay), five miles west of us, and Hatiheu, on the north side — only anchor there with southeast winds — are two

bays with pure water. If you are unsure of your arrival date, have all mail sent care of us or Maurice McKittrick, Taiohae Bay, Nuku Hiva, Marquesas Islands, French Polynesia. The post office returns it after two weeks and will not allow other people to forward unless they are on the address.

These islands are one of the nicest cruising grounds in the world, and we hope that the recent bad weather has not deterred too many people from coming our way.

— frank and rose (4/17/84)

Phase II — 41' Morgan Sloop

John Kelly

Long Beach

(Vallejo)

On June 8th I left my slip in Vallejo and started my cruise to Mexico, the Caribbean and the Mediterranean. My crew returned to Vallejo and their jobs; I am spending the summer in southern California. I am attempting to round up a crew for Mexico. My intention is to spend a year in Mexico and the following year in the Caribbean. I have some replies to my ad in the April crew list, and one in particular looks promising.

The trip south included some great sailing, some motoring and some fog. The biggest surprise was motoring around Point Conception. No wind at 4:00 P.M.

I spent the fourth of July in Long Beach. There are no guest docks available anywhere in this area due to the Olympics and some refurbishment in a marina near Newport Beach. I understand that over one hundred boats are homeless in Newport and a greater amount in Long Beach.

There are good anchorages in Long Beach. There is also a marina that offers moorings in Queens' Bay next to the Queen Mary — there are twenty or thirty available. Right now that is where I am moored. It is a pleasant anchorage and the lights of the city and the Queen Mary are pretty. It is not a secluded anchorage by any means. The soot that rolls in from the Long Beach/Los



Point Conception Light.

Angeles Harbor keeps the boats filthy. None of that matters though because I have taken the first step and I am on my way.

— john

John — Lots of Northern California sailors will be following you down the coast toward Mexico in the next few months. If you care to advise them on the places they can anchor, we're sure they'd appreciate it.

Fantasia Opus II

Doug and Dolores Shotton

Bora Bora

(San Francisco)

We're here in Bora Bora and will stay here for a month before heading back home through Hawaii. In just a few weeks the Bastille Day festivities (the fete) will begin. We spent a month in Tahiti and Moorea, and then another month in Huahine, Raiatea and Tahaa. So far, Moorea is the prettiest, but Huahine has the best snorkeling and shelling and overall convenience of a quiet, yet well-supplied town very close to a lovely anchorage.

Upon arriving in Bora Bora, we were encouraged by Greg, the owner of the Oa Oa Hotel, to take one of his free moorings. What a treat! We didn't have to anchor in 90-ft of water. Greg's hospitality is great and

we were able to read up on back issues of *Latitude 38* that he had at his hotel. However, when the trades kick up there's no protection at all, and the chop is most uncomfortable. It's like being anchored just inside the Golden Gate Bridge on a windy day — if you can imagine that. So, we finally gave up our mooring and went around the corner to the Bora Bora YC, found refuge from the chop, and were lucky enough to get one of their free moorings. Debbie and Noel, the new owners, are remodeling the bar and restaurant but still made us feel welcome. From here, it's off to explore some motus and the island of Toopua, all within Bora Bora's barrier reef.

Someone wrote to *Latitude 38* a few months back and was tired of hearing the good side of cruising. Is cruising all fun? Definitely not! But hardly anything is. We just prefer to remember the good times, as this is the life we have chosen for ourselves and it helps us to keep our sanity.

Are we glad we're cruising? Definitely. Anybody who thinks, wonders, or dreams about it should try it. It is a unique experience.

— dolores (6/26/84)

Peti Bebe

Bonnie and Rich Perenon

Papeete, Tahiti

We left the Ala Wai in Honolulu on May 7 for Tahiti. It turned out to be a very slow trip of 29 days, nine of which were spent in the doldrums. The big events of the trip were catching a 20-lb blue fin tuna and passing the yacht *Esperanza* two degrees north of the Equator. *Esperanza* belongs to Fred Boehme, who wrote *A Cruising Guide to French Polynesia*. He had left Ala Wai two days ahead of us and arrived in Tahiti five days later, having blown out a main and losing a chainplate on his mizzen.

Our oldest grandson flew in from Southern California to spend two months with us. We will stay here until after Bastille Day in July, then move on to Moorea, Huahine



COURTESY ANDRES DOSSETT

and Raiatea. After that we'll head back to Tahiti, spend six months in French Polynesia, then take the Milk Run to New Zealand.

As for the prices in Tahiti, you have to shop around to get the best deals. Overall we've found the costs here are no more than in Hawaii if staying at the Ala Wai or Aloha Marina. The money you save on berthing here is spent for food or clothing.

If you like French bread, cheese, pate, pineapple, bananas and wine, this is the place. They are all good quality and reasonably priced. The one item most yachties agree is real cheap is French bread. A loaf is 30 francs, and the current exchange is 150 francs to the dollar.

I paid \$1.44 US for diesel and \$3.26 for kerosene.

I have read articles in the past that have said Tahiti is expensive and I have read others that have said it is inexpensive. I believe a lot of it is relative to the author's income.

By the way, the electricity on the Quay is now 220V.

— *bonnie and rich (6/30/84)*

**Velella — 50-ft ketch
Madeline Johnson et al
Gibraltar
(Santa Cruz)**

We are writing from Gibraltar to tell you of

Andrew Dosset, owner of Seagull Marine, is currently anchored on 'Bonnie Doon', in front of this house in Scotland. Testing Seagull products, no?

Velella of Santa Cruz and her ventures across the Atlantic.

In October we slugged our way out to Bermuda from Newport, Rhode Island. Forget that one! We left *Velella* high and dry in Meyers yard, St. George. In March we flew back from home to find everything as we had left it, a dry boat inside and a yard crew to help ready us for the crossing to the Azores. A high personal recommendation to that yard and staff.

May 10th we sailed out of St. George for the Azores making landfall on the island of Flores thirteen days later. We had southeast wind most of the way and averaged seven to eight knots.

Had a good look around the Azores visiting Flores, Faial, Pico, Sao Jorge and Sao Miguel before making the six-day passage to Vilamoura, Portugal. It was well worth the time there as the hospitality of the Azorians is outstanding and places are genuine.

After soaking up sun, showers and luxury of a big new marina, we made a trip up the Guadalquivir River from the Spanish coast. Star this one. It was a fifty-mile motor trip up this broad river through a nature preserve and national park. Fields of huge sunflowers, some rice fields and lots of large wading birds, then through a lock and into the city of Seville to tie up at the yacht club

where there is a huge restaurant, olympic-size swimming pool and clay tennis courts. After bull fights, paella and flamenco dancing at the club, we moved on to Cadiz, Tarifa, and from there had a downwind sail into the straits of Gibraltar. Good accommodations at Marina Bay, good cheese and kippers at Liptons supermarket there.

Heading east now to Costa de Sol and Balearica. More about that as it happens.

— *madeline f. johnson (7/14/84)*

**Keaki Rose
Bob and Jackie Radenbaugh
Stuart, Florida
(San Francisco)**

We crossed from Fort Lauderdale to West End in February in steady 15 to 20-knot southeasterly winds. In the Gulf Stream, however, this creates 6 to 9-foot seas and made for a bumpy 11-hour ride! We stayed in the Abacos through early May, and found it quite cool until mid-April. We have since learned that it is better to cruise the Exumas first where (reportedly) the northerlies do not reach, then go to the Abacos in April, when the weather and water temperature have improved. On the other hand, the lobster season ends March 31, so make your priorities!

It took us awhile to get used to cruising the clear, shallow waters of the Bahamas. We did not find the people as friendly as those we met in Central America and in the eastern states along the Intracoastal Waterway — nor does the dollar go as far. However, the water is beautiful, the fishing is good and the conch abundant.

Of the many charter cruisers we met in the Bahamas, we would like to especially thank Nancy and Peter Bennett for relinquishing their current issue of *Latitude 38* to us — a thoughtful gesture much appreciated.

We're not sure of our next voyage, but will probably take it easy, merely crossing through the center of the state via Lake Okeechobee to the West Coast this fall and cruising the Keys in the winter.

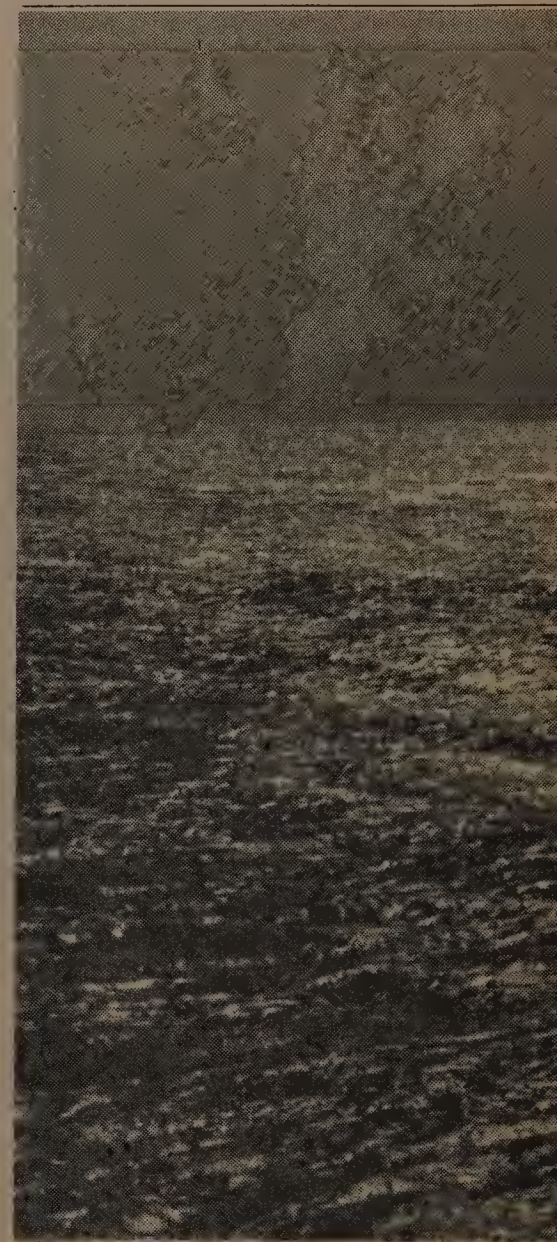
— *bob and jackie radenbaugh (6/22/84)*

Unicorn — Kendall 32
John Burnett, Carol Levow
Moorea
(Sausalito)

Believe it or not, there is actually a place on the so-called Milk Run that not only welcomes cruising boats but gives you discounts for being one. After a year of cruising and stopping in innumerable places where cruising boats are tolerated at best, there is a hotel-restaurant-bar situated in one of the most spectacular settings in the world — at least to us it's that spectacular — that provides a free washing machine, free hot shower and happy hour every night. Have we found heaven?

The hotel is called the Kaveka and is located at the entrance to Cook's Bay in Moorea. Apparently realizing that the cruising community represents a pretty solid clientele, the

of course a daily happy hour. The gent that runs the place, a Frenchman who sailed around the Seychelles a few years back, threw a special happy hour on July 21 for the boats at anchor in Moorea. About forty thirsty cruisers, looking for any excuse for a party, attended and heard the Kaveka manager Jean Noel welcome them. Most couldn't believe their ears when he told them that as of that night, the hot — stress hot — shower and washing machine were free for yachts' use, that the dinghy dock could be used anytime (even when the semi-naked lady tourists lay recumbent upon their backs on the pier); that water was available at the head of the dock; that the Kaveka could be used as a mail drop, and that additional moorings were going to be set and would be available on a first-come basis. Just as startling, he said that the Kaveka would offer



LATITUDE 38/RICHARD



Kaveka decided that to attract "yachties" it would have to provide what we need the most — hot showers, washing machine and

Starting down the California coast just a year ago, John Burnett and Carol Levow are now nestled in Moorea.

lodging discounts to anyone coming from the States visiting the cruising boats. In other words when mom and pop want to visit their heroic offshoots in Paradise, they can stay at the Kaveka for cheap.

At this point, rowdy Ron Shannon of Rouser (out of Santa Cruz) led a hiphiphoo-ray and a three cheers for the manager. Afterward Jean Noel wondered why other places haven't hung out the Yacht Welcome sign. I was curious why he did — what was the catch?

Apparently Tahiti is suffering from a decline from land-based tourism traffic mostly as a result of the increasing air fares and the hotel strike of last year. Unaffected, of course, are the plans of the cruising boats who come in increasing numbers every year. So French Polynesia's misfortune is the yachties good fortune. According to Jean Noel, the Kaveka's open arms policy about cruising boats will continue indefinitely. While it's late in this cruising season for many boats to take advantage of the Kaveka, the



LATITUDE 38 RICHARD

A Garden 41 reaches across the South Pacific trades at dusk.

1. No "letters of credit" will be accepted in lieu of bond. The reason for this is apparently due to the time involved in actually getting the money into the country should a problem arise. Bank officials claim it can take a month, while the immigration people want instant access. I don't know if this is actually the situation, but it's a moot point because they simply will not accept "letters of credit".

2. Bringing in cash in the form of travelers checks and depositing in the governments interest free account is probably the simplest way to accommodate the requirement.

3. Airline tickets of the "open" type will presently be accepted without question, and can be for places as near as American Samoa. This could cut bond costs by half.

Actually the officials here are quite understanding and even sympathetic. They went so far as to make an exception for us and have accepted our letter of credit. They swear they will never do it again, however.

— john p. hart (6/10/84)

Calaveras — Explorer 45 Gary and Betty Parker with crew Yuriko Anzai and Max Samsel Suva, Fiji (Los Gatos)

We are headed home after the Milk Run to New Zealand. We decided to come back by way of Fiji, since it was our favorite port on the way down.

Like most cruisers, when in New Zealand we spent a few weeks in Opuia before sailing to Oram's and tying the boat up for the season. In fact we are the ketch in the background of the picture taken by John Neal in Volume 82. We then cruised New Zealand by car, putting over 15,000 kilometers on the vehicle we bought through Ray Crump on a guaranteed buy back. The country was everything we expected, and a great delight to show our friends who flew down.

In order to hold our cruise time to one season, we flew to Australia and drove a rental car from Sydney to Adelaide, Melbourne,

Polynesia. They sent back a form letter advising me, among other things, that in lieu of posting a cash bond in a bank in Tahiti or buying an airline ticket out of the country, a "letter of credit" would be acceptable. That seemed like the most sensible option because it would allow us to put our \$1,700 dollars in a high-yield account to draw interest until we needed it. (The Bank of America, the only bank we could find who would even handle the transaction, did charge us \$70 to do the paperwork however.)

OK, great. No problems, right? Off we go to Mexico, secure in the belief that when we arrive in the Marquesas we would have smooth sailing through the shoal-ridden bureaucratic waters. Alas, it was not to be. Many phone calls and much discussion in Hiva Oa and later in Papeete yielded these results:

Dancer John P. Hart Papeete, Tahiti Port Angeles, Washington

When in San Diego last October during our final preparations for the jump to Cabo, I wrote the French Consulate in Los Angeles asking for visa information for French

— john burnett (8/14/84)

Canberra and back to Sydney — a really great journey. We even wandered into the Royal Adelaide Sailing Club and received more free drinks and dinner than if we had singlehanded in with a Cal 20. The reception was so good I told my wife that under no circumstances would I ever damage my health like that again.

Calaveras had left Los Angeles on the 15th of February, 1983, and sailed directly to Nuka Hiva in 27 days. We got there in time to catch some bad weather. We went on to Papeete and had the joy of riding out cyclone *Veena*. It took many medicinal rums before I could even start thinking about sailing again. Our friends from the Spinnaker YC crewed us down and have helped out on the major passages since.

We have had no major equipment problems, although a split seam in our water tank during the trip to Papeete proved difficult to get fixed. The heavily subsidized — by the United States — shipyard in Pago Pago wasn't interested in bidding on the job; I could live off my jerry cans forever as far as they were concerned. Imel here in Suva re-welded all the seams for a reasonable price. The SatNav is by far my best buy and I would buy a second one before any other equipment. I should have the money for one since I shall sell my hard dinghy and mizzen mast as soon as we get back.

We enjoyed the hospitality at the Oa Oa in Bora Bora and our stop at Aitutake to meet Father George. The Paradise Hotel in Vav'au Tonga was beautiful except for those damn stairs. Here in Suva, Scotts and Wan-Q have the best food in the Pacific, and it is going to be hard to leave for Samoa.

We hope to be in Hawaii by July and home in early September since our biggest worry is the weather off the Northern California coast.

— gary and betty (5/25/84)

Serendipity — Garden 51
Crewman Jeff Fine et al



French Polynesia (Richmond)

Here's another chapter in the ongoing trials and tribulations, travels and trivialities of the vessel *Serendipity* and her ever aloof captain and crew.

After the dust had settled and the Sea at Cortez Race Week festivities came to a tearful end, *Serendipity* was left in a rather stagnant way: a captain but no crew. *Serendipity* being a fifty-one foot ketch and not a terrific singlehanded boat, this put Dick Prince, the owner, in somewhat of a quandary. But then from out of the blue — well out of the bus actually, but hey, poetic license is what this is all about anyway, right? — like a gift from some all knowing deity we came, unexpected, unattached, and basically unruly. We are three foolhardy, seaworthy, young men with the burning desire to sail to little known reaches of the South Pacific.

With our arrival things began to get rolling again. Our destination? The Marquesas, and why not? Everybody else seemed to be going there. So after a couple of weeks getting everything situated and supplies stored — everything takes longer in Mexico — we left La Paz. It was May 21, and after a quick stop in Cabo San Lucas, it was "French Polynesia here we come!"

The stop in Cabo was as much a challenge as anything else. It seems as though this year an absurd number of boats found that no matter how they planned, a stay of less than a month wasn't possible. The inner harbor became known as 'The Cabo Zone'. Some tried bravely to escape Cabo's tenacious grip by simply sailing away. But the task is not so simple, and this procedure would be repeated as many as seven or eight times by some

Culture time in the South Pacific. Take me away!

boats before Cabo would loosen its grip. And we can't forget about the daring Islander 36 that stopped in Cabo for a relaxing week — long stay in November — those who have been there this year know exactly who I'm talking about — we said farewell to him as we left on May 25!

The ocean crossing was the proverbial Milk Run, a nearly uneventful twenty-one day — almost to the hour! — passage straight through to Baie Taiohae on the island of Nuku Hiva. The first week was a little uncomfortable, as a hurricane about a thousand miles east of us caused swells to come from three different directions. There were also three or four days when the wind was supplied by Ford. But most of the trip was graced by 10-15 knot trades, usually blowing in the right direction and making for very easy watches.

Arriving in Nuku Hiva was great. After three weeks at sea, land is a welcomed sight. The island itself is a sight to be seen, and I can't come up with a single string of adjectives that could do justice to this tropical wonder. The high rainfall this year has left this island with very few places not covered with greenery.

Before our anchor was secured we were greeted by two other yachtiés. They brought us some fresh fruit — bananas and pom-pom-moose (which is simply exquisite) — and a lot of very helpful information on check-in procedures, etc. We knew at this point that the stay here was worth the trip. The locals were as friendly as ever. For those of us who speak only enough French to get answers



that we can't understand, there was always somebody around who spoke enough English to help translate.

After checking in and posting bond — \$850 to L.A. or \$575 to Hawaii — a couple of us decided to go hiking and explore some of the countryside. To continue climbing when the trail ends is difficult at best because of the thick growth and carnivorous mosquitoes — but worth the effort. Two to three hundred years ago, there were several thousand people living on the island. Hiking in the hills you can see traces of old abandoned homes and long lost trails and roads.

After a couple of days, we moved down to Daniels Bay — that's not what it says on the charts, but that's what the locals call it. There are a few people living here, a couple of whom speak some English. They were quite pleasant to visit with. Each bay here looks better than the last, and Daniel's is one of those simply spectacular places that you like to take pictures of to send home in order to make everybody jealous!

From here, we will be hopping through the rest of the Marquesas — there are about five islands recommended for visiting — and then make the jump to the Tuamotu Islands, working our way to Tahiti. Damn, we're going to miss Bastille Day on the 14th! Oh well.

Richard Prince is the owner of the boat; the other crew is Darrell Smith and Joe Gouvias.

P.S. I personally am currently attempting a circumnavigation without a boat — that is, by crewing on various boats to achieve the ultimate goal. Since one of your bigger functions is the yearly Crew List and Crew Party, and since my involvement in sailing has been made possible by the magazine — my first

two crew positions were the result of answering two ads in the Classy Classifieds — I would be very interested in writing a series of articles on the ins and outs, ups and downs of the cruising crew member. Please advise. By the time you get this I should be in Papeete and could be reached through the Port Captain by mail, or put a note on the end of this letter if it gets printed.

— jeff fine (6/24/84)

Jeff — Please continue.

Cruising notes:

We bumped into sailmaker Peter Sutter at a local chandlery the other day and learned that he'll be taking off on his Wylie 36, **Wild Spirit**, in October. He'll work down the coast of California, and sometime after hurricane season drop down into Mexican waters. But that's just the start. Peter plans to go as far as Australia.

A good friend of Peter's and *Latitude 38*, Broken Bottles Bob Jensen (and wife, Gail) of the Columbia 50 **Simoon**, are reported soon to be on their way from Tahiti to Honolulu. The Jensen's had considered a circumnavigation, but have changed plans now that a berth has come up for them at the Ala Wai Yacht Harbor.

Speaking of the Ala Wai, while strolling through it during Clipper Cup we ran into singlehanded TransPac'er Sam Crabtree of **Catch the Wind**, a Cal 39. Actually Sam was on **Awesome Possum**, a C&C 33, owned by John and Sue Rowley. The Rowley's used to live in San Anselmo — and write frequently for *Latitude 38* — but now live in Honolulu. Sam Crabtree got the delivery job.

Also in the Ala Wai was the Nor'West 33, **Whither Thou**. The boat belongs to Gene and Dottie Haynes, so although we didn't see them, we presume they sailed across earlier this summer.

Maggie Lindley of Richmond reports that Paul and Susan Mitchell's big schooner,

White Cloud, from San Diego, is safe and sound and anchored in Golfito, Costa Rica. *White Cloud* has been south of the border since 1982, and Maggie says they've tracked every hurricane to date and have become minor authorities on the subject.

What was Maggie doing in Golfito? Well she had flown down to Grenada to meet Richard Steinky and his 46-ft boat, **Isobar**, in order to help bring the boat through the Canal and back up to California. She got off in Acapulco, however, and flew home. She didn't regret getting off too much, as it's full-on hurricane season between Acapulco and Cabo San Lucas. As it was, *Isobar* had a close enough brush with what would become Hurricane Iselle for Maggie's sake. Just the edge of it had the boat down to a reefed storm main and a storm jib.

Isobar was designed by Les and Don Harlander of Richmond, who later sailed the boat in some long distance ocean races. She was eventually bought by Steinky, who has had her away from Northern California seven years, and as far off as England. *Isobar*, a strip planked boat with no frames, dropped her rig off Ireland, a misfortune which also moved the cabin. Steinky thereafter not only put in a new rig, but added frames to the hull and put on a new deck. She reported to be better than new and should be back in Northern California soon.

Going cruising? Don't forget to drop us a short line about who you are, where you're going, what kind of boat you have, and all that interesting stuff.

And don't forget, *Latitude 38*'s **Cruising Kick-Off Party** is September 27, which is a Thursday night, from 6 to 9:30 p.m. at the Sausalito Cruising Club located at the foot of Napa Street in Sausalito. The Kick-Off Party is free, and open to everyone — especially folks heading off cruising in the next few months.

Also don't forget that the deadline for signing up on the **Mexico Only Crew List** is September 14th. Forms and complete details are available in this month's *Sightings*.

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COLUMBIA 36.

Exc. cond. w/recent survey. D/S, S/S, knotmeter, 4 jibs incl. self-furl. Refrig. Shore power, Volvo/Penta diesel, low hours. Press. water. Ped. steering. Stiff, able boat for Bay/Ocean. Comfort. Liveaboard. Sausalito berth. \$39.5K or B/O. Owner. 751-4182

'82 WILDERNESS "21"

Absolutely must sell. 6 winches, spinnaker pole. 6 hp motor — \$13,500 new, \$5,800 or best. (415) 879-0252 (after 6 pm)

MOODY 39

Strong, British built, fiberglass sloop, 1977. A. Primrose design. Ctr. cockpit, 3 cabins. Lying S. coast of Spain. Start your cruise in the Mediterranean! Available for 60% of equiv. yacht in USA due to strength of US S's. Displ. 18K lbs. Fin keel, skeg rudder. Much equipment including spinnaker, Decca radar, autopilot, Zodiac. \$59,000. Photos available. Bill (408) 438-6680/d or (408) 426-9445/eves.

BARIENT 22's

Aluminum winches, 22's, off an Olson 30. Good Condition. \$400.00 (415) 383-8200

FOR SALE: (415) 865-6088 / (805) 595-2180

New Aries w/whl drum \$1185; propane tanks (2) \$50; tri-radial spin I-42, J-14.5, \$850; Misc Caribbean charts \$10; Ebco sextant \$25; New Avon Sportboat \$890; Barient 25s (2) \$650. Wanted: 4 hp short shaft o.b., (2) Barient 18's or equiv.

1968 CAL 25

3 sails, 10 hp Johnson O/B, Barient 16S, knotmeter, sleeps 5, private head, galley, 2 cabins, 2 anchors, 200 ft. rode, dinghy, winter cover. Good condition. Best offer. Call (415) 855-2398 (d); (408) 268-5351 (e).

EXPERIENCED DINGHY AND SCOW SAILOR/RACER

Moved West. Would like to crew/race on keel boat. I learn quickly. Will commit to regular weekend schedule. Jose 494-0860.

HOBIE 33

Hull no. 14, custom interior, trailer. Completely outfitted for racing. Excellent condition. Must sell due to job commitments. Surveyed at \$46,750. Will take best offer. (707) 554-4503 (9-6 only).

ALASKAN COUPLE

Mid-30's, with ship's cat, want to share expenses on passage south: Mexico and beyond. Anticipated mid-life crisis last spring; sailed away from professional political jobs. Looking for sympatico cruising situation to continue voyage. Bring not only offshore experience, navigation/electronics skills, but also gourmet cooking, diverse conversation, sense of fair play. Hard workers (we even do brightwork). Wide interests, published writer-photographers, armchair naturalists. Reply Box 1678-A, Sausalito, CA 94966.

ODYSSEY 30 — BY CARL ALBERG

30' F.G. proven performance cruiser. Immac. Full keel w/cut-away forefoot. New LPU paint. Compl. sail inven., 10 bags, w/spin., 2 poles. Compl. equipt. Atoms windvane, Autohelm 2000, Avon Redcrest w/o.b., new prop. range, extra cap. icebox, boarding ladder, etc. Compl. emerg. & man overboard gear. Marine-tics electrics. VHF, RDF, k.m., log & masthead tri-color. Dodger, spray canvas, full awning. Cruised Hawaii/So. Pac. Winner '78 & '83 Singlehanded Farallones/Dblehd. Lightship. Profess. maint. 2 boat owner. \$42,000. 415/383-2378 or Susan 435-2068

LIVEABOARD RACE OR CRUISE '76 ERICSON 35

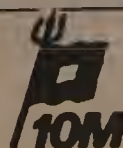
Apr. bottom paint, all valves, wheel & tiller, fiberglass dinghy, 3 anchors, ladder, singlehand, CNG stove, AC/DC ref., shower, stereo, VHF, depth, knot, log, 4 batteries, cockpit cushions. 40 +. (415) 420-9548.

RESPONSIBLE, WORKING FEMALE

With good references, looking for liveaboard boat to rent or trade for care and maintenance for approx. 1 year in Marin area. Can leave when boat is in use. Please, only boat offers considered. Fran 771-1722

SAILBOAT CHARTER: 34' HUNTER, SLOOP RIG

Sleeps 7, 2 private cabins, head with shower, complete galley, 3 sails including cruising spinnaker, AM/FM stereo cassette, Zodiac tender. Contact: HORIZON YACHT CHARTERS (415) 521-5370 or JIM WATSON (415) 574-8730



CHARTERS

Skipped or Bareboat
\$180/day \$100/day
★ Special weekend and weekday rates
Call (415) 927-0600 days; (415) 492-0537 eves.

Pearson 10M

"Desperado"

FOR SALE — 50-FT SLIP Located on the west side of Pier 39, this slip has all utilities available. Perfect location for the weekender or the liveboard. Close to shops and restaurants. \$47,500. Call (415) 493-1846 or (408) 866-5029.	INTERNATIONAL 14-FT DINGHY Very pretty wood boat. Kirby IV design. Fully equipped for two trapezing. Race ready trailer. Cover. \$1,500 ono. Jonathan Jones (415) 843-9692 (home) / (415) 547-0174 (work)	30' CHEOY LEE BERMUDA KETCH 85% restored, Atomic 4. Completely rebuilt with under 10 hours. Divorce requires sale. \$17,500. (707) 255-5868 (wk), (707) 252-6037 (home)
FRIENDSHIP SLOOP Classic Niederer built replica with diesel. Owner assist financing. \$25,000. (415) 522-4991	13 FT. FJ Flying Dutchman Jr. with trailer. Spin. and two suits of sails. \$1,300. (415) 527-1423	FOR SALE Avenger Loran C Receiver by Il Morrow Model 502B. \$1,000. Complete with antennas. Accurate. See at 2 Genes Aviation, South Santa Clara County Airport, San Martin. Phone (408) 683-4102. Ask for Gene.
SANTA CRUZ 27 Trade your San Juan 24 or Ranger 23 as down for Immaculate fresh water (Tahoe) 1978 S.S. 27 #102. Trailer, outboard, 7 sails, self-tail Barients (2) knot, start timer, depth, compass. \$18,500. (916) 541-7610	34 TRADEWINDS Cutter rigged (1980) built exclusively to travel anywhere in the world comfortably, f/g construction. Similar in design and quality to a Westsail or Rafiki. \$65,000 US/trades considered. (604) 656-1138 or (604) 656-0475. Victoria B.C. Canada.	"WAIMEA" RACE/CRUISE TRIMARAN 33-ft Crowther "Buccaneer". Fastest, seaworthy multihull on the Bay. 11 sails, well equipped for crewed & singlehanded racing. Ready to win. \$38,000. (707) 762-9647.
ERICSON 29 Beautiful condition! Wheel steering, Berkeley berth, sleeps 6, new sea cocks, all wood in excellent condition. \$29,000. (408) 286-9124	ERICSON 37 1976. Always in Lake Michigan fresh water. Best equipped and maintained avail. Volvo diesel, propane, full elec. & autopilot, dinette layout, custom teak & holly sole, 6 bags, 6 Barients & 2 Telo self-tailers, easily cruised by 2. Highly competitive attention-getter in Palm Beach condx. \$64,000 firm for fast sale gets you a great bargain even with shipping. (312) 397-2648	1980 O'DAY 25 Fast fixed keel with electric start OB/IB controls. All Coast Guard required equipment and knot and depth. Main and jib double reefed with 150 genoa. Asking \$18,500. Call (408) 269-4434
SEMI-DESPERATE Moving to Hawaii soon. Must sail (sic). 16' Snipe. Fast, light. Trailer with working lights. Spare tire. 2 sets of sails. Needs paint. \$850/any reasonable/unreasonable offer will be considered. Ed or Marilyn (408) 423-7385.		GAFF RIGGED CAT 17-ft, Alden design. Oak hull, recently hauled. Needs work top side. Only one like this in Bay Area. Sell or trade for fiberglass only. (408) 246-5532.
MEXICO ANYONE? Woman (48) looking for boat going to Mexico this winter. Is experienced ocean-going cook. Would also like to sail San Francisco Bay weekends. Contact Helen Paterson, 2300 Northpoint #302, San Francisco 94123. (415) 931-4763 (eves after 8)	PEARSON 365 KETCH 1978, diesel, well maintained. \$68,000. (415) 331-6266. Ask for Wayne.	RANGER 26 — CHEAP Spinnaker, Barient S-T winches, VHF, 2 jibs (good condition), Honda O/B motor, rigged for singlehanded. Great boat at a super price. . . \$9,500. (408) 377-5212
DO YOU WANT TO RIDE A ROCKET? Must sell my International 470 Olympic Dinghy complete with trailer, full cover and many extras. The 470 is 15 ft. of pure speed and excitement. Call Dave at 927-1570 (eves).	FORD — LEHMAN 120 H.P. 2 to 1 transmission. New, still on delivery pallet. Never used. \$8,300 or B/O. Call Nick or leave message 345-5950.	26' PEARSON 1975, well maintained. 3 sails (main, jib, 150 genoa) outboard, tiller. Great first boat. Must sell (2 boats). \$13,500/best offer. (408) 735-0910 (e)
30' BRITISH CRUISING YAWL Fiberglass, teak decks, aluminum spars, Sabb diesel, wheel or tiller. Offshore equipped including Avon Redcrest, Avon liferaft, Aries vane, 11 sails and more. A high quality boat in very good condition. Offers over \$32,500. 254-6546.	MALE OR FEMALE CREW MEMBER With navigation experienced wanted. Husband and wife with 29-ft sloop leaving for Mexico in October. Phone (408) 286-9789 (after 6 p.m.)	WANTED. Vire 7 marine engine (Valmet). For parts. (415) 726-4084
"GRENDL" The original 24-ft ULDB by George Olson. Own a piece of history! This is the boat that is the grandmother of the classic Moore 24's. Full set of sails, mostly North, in good condition. She's ready to go, fully equipped, including trailer. \$9,000/B.O. Call Harrison in Santa Cruz at (408) 426-4283 or (408) 423-5772	EXPERIENCED SKIPPER NEEOS Unattached female crewperson for cruise to Mexico, Tahiti and beyond. Very well equipped 40-ft boat. All expenses paid. Send details of sailing experience, skills and photo to: Cruising, 3600 S. Harbor Blvd., Suite 348, Oxnard CA 93030.	C&C - 33 New awlgrip hull paint. Furling main and jib. Self-tending jib. VHF, knotmeter, depth finder, spinnaker, 6 self-tailing Barients, genoa, etc. Price \$45,000. 474-3776, 332-0368.
DINGHY DAVITS Excellent condition. \$250. (415) 952-6258	28' FALMOUTH CUTTER Custom built mini-ocean cruiser. Tanbark sails, BMW diesel, teak interior and exterior, boom gallows, double lifelines, bilge pump, navigation lights, head, vang, VHF and many other extras. Call (916) 888-0142 (pm's only). \$36,000.	CLASSIC SWAN 43 Elegant, fast, unlimited range, fully equipped to fulfill dreams, teak interior, stern modification; landed US & Canada. Reduced for sale by owners \$110,000 US. For those who appreciate a classic beauty. James Partlow, Victoria, BC. (604) 386-3336 (d)
WANTED: THIRD PARTNER For Ericson 32 to get more use & decrease cost. Fully found, Berkeley berth. Incl. Y.C. membership. Low monthly payments, low equity. Unlimited use. 2 professional partners, will train if needed. Bill 957-1238, 731-5416 or Don 548-0456, 845-9600.	ISLANDER 36 Private party. Race equipped. Perkins diesel. Wheel. Sailing dinghy with Seagull. 2 dodgers. 100 gals water. 6 sails (incl. roller furling). Call (714) 337-1600 Day (714) 867-2773. \$44,000.	Experienced, Enthusiastic, Hard Working, Liveaboard Boatowner wants to cruise w/you (& family??) to Mexico/beyond this winter. TransAtlantic, Pac. NW & Carib. vet. Also avail. for delivery/charter. Female, 30, non-smoker. Exc. references. 610 S. Venice Blvd. #4194, Venice CA 90291. 213/827-7621
LIMITED CRUISING TIME? A few hours trailering lets you enjoy San Juan Islands, Channel Islands, even Lake Tahoe. \$14,000 for beautifully maintained 1976 O'Day 25. Rebuilt trailer, new OMC Saildrive inboard, cruising inventory. Must see to appreciate. (408) 426-3211.	PEARSON 28 (1977) Atomic Four, 5 sails, 6 winches, spinnaker gear. Transom ladder, dodger, Icom VHF, CB, knotlog, depthsounder, compass, autopilot. Alcohol or kerosene stoves, kerosene heater. (415) 276-4351	
PROUT CATAMARANS / WEST COAST DEALERSHIP The cruising sailor's only alternative. The NEW Quest 33 CS now available. Snowgoose 37 & Quasar 50. Used Demo Snowgoose 37 for sale. Best prices U.S.A. ENSIGN MARINE 625 Spruce, Berkeley, CA 94707 / (415) 527-3752		NORDIC 40 CHARTER Bareboat, Lease or Skipper 331-2290 (eves/wknds)
MARINE DOCUMENTATION SANDRA K. HANSEN Attorney at Law 2415 Mariner Square Dr. Alameda, CA 94501 521-5500		SAIL AND LEARN Aboard a 70-ft square-rigged schooner on the Bay for a day. December 1 we embark on our 5-month Mexico Expedition. Join us then or later. STONE WITCH 55 Sutter, Suite 534, San Francisco, CA 94104 / (415) 431-4590
PELICAN CANVAS CO. <i>custom marine canvas and upholstery san francisco ca. 681-8118</i>		MARINE SURVEYOR BRIAN O'DONOGHUE And Sailboat Consultant (415) 461-6347

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Are you serious about wanting to sail fast? Would you believe PHRF 12? 29' LOA, 16' beam, 456 sq. ft., 2,000 lbs. \$28,000. Interested? Let's go sailing! Leave message for Tom at (415) 638-0140

FOR SALE

—Avon 3.10 as new \$900. —Standard VHF handheld scanner & leather case \$250. —CNG system stove & 2 tanks \$600. —Wallas forced air heater \$300. Wanted — Avon Redstart. Call Peter 567-6433

SANTANA 25 1/4 TONNER

LOA 24'7" / Beam 7'10" / Draft 4'6" / Disp. 4250 / Ballast 2040 #1, #3, main — new Horizon high perf. #2 — North .75 oz spinnaker Inboard 7 hp Vire Price \$10,000. (415) 381-8334

KNARR — 30' WOODEN SLOOP

Built Denmark '62. \$10,500. New jib, excellent main. Full cover; outboard. Sound and well-maintained. Excellent Sausalito berth. No better one-design racing on the Bay. Large, growing, congenial fleet. (415) 768-1947 (days), (415) 388-9003 (eves/wknds)

COLUMBIA 24 MARK I

Pocket cruiser — full keel fiberglass sloop — 5'9" headroom — roomy — fairly new rigging — head — full boat cover — 3 sails — engine — compass — VHF — sleeps 4 — trailerable. Bargain — \$5,500 or best offer. 331-2663

WORLD CRUISER

43-ft Polaris F/G cutter. Perry design. Cruise ready. Great shape. \$99,500, trade cash, cars, property or ?? Offers. (415) 459-1248

— FREE SLIP FEES —

Plus security from vandals. Experienced sailor, mature prof. on sabbatical seeks live-aboard in exchange for slip fees. Can temporarily vacate when you sail. Light maintenance negotiable. Have live-aboard references. Call Jean 751-3990 (wkdays 9-4)

25' OANISH DEBUTANTE FOLKBOAT

Inboard, radio, depthfinder, 3 sails. \$7,500. 459-2267 (eve) Jeff

DUFOUR 25'

Outstanding condition. Race or cruise this well-equipped French built sloop. Beautiful and fun to sail, Bay or ocean. \$28,000. Call (415) 786-0591

CRUISING GEAR FOR SALE

Avon 4-man life raft in fiberglass cannister — \$750. Walker "Excelsior IV" log — \$275. Stainless propane heater/stove w/broiler — \$50. Kenyon stainless two-burner stove with oven and stainless pressure tank — \$350. Tim Rogers 332-4142 (d)

COLUMBIA 28

Delta vacation package. There's still time to cruise the Delta in a clean, fully equipped and ready to cruise Columbia 28. Asking \$19,000. For appointment call (415) 332-4122 (days).

RANGER 23

'76. Solid. Clean. Fast. Safe. Many goodies. Sail with pride aboard this top class sloop. Sausalito berth. \$11,600. (415) 892-2988

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ON YOUR OWN BOAT WITH SAFETY AND CONFIDENCE.

20 years boating experience. 4 years instructing with Annapolis Sailing School. I have skills and ability to teach you all facets of sail and motor boating. Tyrone James (415) 479-3821

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Let us handle your loose ends while you are away! Experienced cruisers. Insured. Peg Blair Sally Austin 332-7061 331-6416

**WANTED**

Partners for Alden Malabar schooner. 42 ft. Built Stone Boat Yard. (415) 456-7857

25' DUFOUR 1800 (1981)

Immaculate double-hulled sloop. All wood interior. Galley w/propane stove, icebox, sink. Private head/basin. Sleeps 4. Genoa, working jib, storm jib, spinn., 6 winches, 2 anchors, VHF, compass, inflatable dinghy, 10 hp Honda. \$29,500. 415/927-1211/e

TRAILERABLE — 27-FT RACER/CRUISER

From San Francisco you can get to: Lake Tahoe — 5 hrs.; Avalon, Catalina Island — 11 hrs.; Santa Cruz Island — 9 hrs.; San Diego — 8 hrs. Hinged mast for doublehanded trailering, all controls lead to cockpit for doublehanded sailing, wheel steering, 9 bags of sails, sleeps 4, porta potti, VHF radio, depth sounder, RDF, etc., etc. Fast enough to be the first boat to finish in your club race series and safe and stable enough to sail to Hawaii. According to one authority, "These may be the best built sailboats available". \$26,500 (financing available) 415/388-6533

SELF-STEERING VANE

Servo-Tab with auxiliary rudder. \$600. 459-4955

NUNES BEAR #41

Exc. cond., compass, DS, VHF, 2 mains, 2 jibs, 2 anchors, chain, masthead light, new interior cushions, new standing & running rigging, battery, SS keel bolts, exc. 4.5 Mercury O/B. \$6,750/b.o. Gary Miller, 51 Harbor, San Rafael, 459-9568, 457-8045/e

— TESS —

1948 32'x7'6" dbl. ended sloop. Large Tumblaren class known for good sailing capabilities. See Adler Coles' "Heavy Weather Sailing". Only top quality materials and workmanship used in building and restoring. \$25,000. Kent Parker (415) 459-3947

COLUMBIA 9.6

32' Allan Payne design. Custom teak interior. Fast, ideal club racer/cruiser. Inboard diesel power low hrs. 6 sails & spinnaker gear (fully equipt), exc. cond. (better than new). \$44,900. Priced well below appraisal value. (415) 383-8647/e, 929-6524/d

49' CUSTOM CUTTER

Beautiful, British classic. Built '64 to Lloyds 100A1 to teak/mahogany to designs by Robert Clark (Chichester's Gypsy Moths, British Steel, etc.). Three cabins, fully equipped, extensive inventory. Excellent condition. \$110,000. (415) 826-9144

WANTED

Sailboat, f/g hull. Will consider from 27-ft up. Must be excellent condition. Will trade seasoned notes secured by deeds of trust at the current balances owing. Provides excellent monthly income. (707) 575-3333 (day) / (707) 525-8033 (eve)

24-FT SLOOP

Alberg design, full keel, strong f/g, excellent condition, 4 sails, 6 hp o.b., galley, sleeps 4, d/f, compass, great Bay/Delta boat. A bargain at \$5,900. (916) 488-3539 (eve)

HUNTER 31' 1984

Forced sail, this boat has been extensively equipped and impeccably maintained. There is \$7,500 in additional equipment. Why bother with the new boat blues, sail it away with a smile. Call for further info. (415) 571-0877 / (415) 953-6968

1981 HANS CHRISTIAN 43

\$115,000
332-4722 (d) / 388-5321 (e)

ALLIED SEAWIND II KETCH

"For the serious cruiser"
Call for specifications.
Leave message: 588-6545.

1976 CHEOY LEE MIDSHIPMAN KETCH

Private stateroom, double bed. Perfect live-aboard. 2 showers, 2 baths. All teak decks. Fully equipped, Persian rug, cappuccino machine. Immaculate condition. Sausalito berth. \$95K. (415) 931-3800 (M-F)

RANGER 30

'77 sloop in beautiful condition, 7 sails including spinnaker, VHF, Signet cockpit gauges, depthsounder, wheel steering, Universal diesel, battery charger for dockside use, sleeps 6, hauled & painted just last mo. Hans (916) 752-7231/d, 756-2839/e

SHDCK 25 / BUY, SHARE OR ALL

Lovely fiberglass daysailer with cutty. Willing to have partner that wants to learn to sail. Berthed Loch Lomond. O/B, 2 jibs, spinnaker, main. Call and find out possibilities. \$3,500. 485-0729 (early a.m. or 6-7:30 pm or msg.)

45' C. MORGAN DESIGN SLOOP

Custom interior, teak decks, 8 winches, 6 sails, roller furling, main & genoa, SatNav, Weatherfax, Loran C, 2 VHF, ham, autopilot, just returned from New Zealand. For more info. leave message for Solar Winds 332-1171.

TRI RADIAL SPINNAKER

Made by Sutter. Practically new. Luff 45'9", foot 23'8". Made for Dufour 35. Will fit Ericson 35, Islander 36 or similar. \$750 or best offer. Call Ted (415) 237-4169

WM. ATKINS GAFF SLOOP

22' classic in prime condition. Equipped to cruise. 2 anchors, depthsounder, short-wave, 20 gal. water, inflatable, 2 bilge pumps, kero stove, Yanmar 7 hp diesel 80 hrs. Much more. Asking \$12,500. (415) 322-3508 or 9600.

18' GRAND BANKS CAPE DORY

Blt. in Portsmouth, N.H. Spirit sail trad. blt. lapstrake cedar on oak ribs, copper rivet fastened, bronze fittings, white hull, oak cap rail & rudder. See at On Shore Marine Boat Storage, foot of Spring St., Sausalito Rowing Club. \$2,700/b.o. 916/695-1300

PARTNERSHIP

Owner of well maintained 1975 Ericson 23 seeking equally meticulous partner. 6 hp OB, new bottom paint, VHF/FM marine radio telephone plus AM/FM radio/tape deck. Sleeps 4. Sausalito slip. Call Ed (415) 334-1234.

25' SLOOP

Worth a close look. \$5,500 or best offer.
60 c.f.m. portable air compressor — \$1,250
46' steel hull — \$85,000.
Call: 534-5367

CAL - 20

With extras. Five sails. Rudder/killer and sail cover. Black anodized mast, boom, bridgework, stern mounted 6 hp Evinrude. Teak cockpit decking. Clipper. \$6,000. (415) 924-1244.

38' FRERS

1982, fiberglass, top winning boat. Has best of gear, exc. sail inventory, will consider boat or property trades. New boat ordered, wants out!

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READY FOR DELTA OR CRUISING Dawson 26 ketch. Excellent condition. Swing keel. 25 hp Baldwin Evinrude. Recent overhaul. Pedestal steering. Aft cabin, head, galley, depthsounder, knotmeter, & more. \$16,500 B.O. Trailer available. (415) 388-1367.	1970 ERICSON 30 — \$26,950 Coyote Pt. berth available. <i>Puffin</i> has new upholstery "U" dinette, Atomic 4, autopilot, 5 bags and spinnaker, 6 winches, numerous custom items. You'll appreciate the care she's received — she looks new. KM, DF, VHF, log, SW. Bill (415) 321-0982	CATALINA 22 Very good condition, clean, well equipped with 4 sails, VHF, life lines, Evinrude 6 hp, \$5,400. Alameda berth. Daryl (415) 639-4370 (w), 782-5046 (h).
ISLANDER 30 '69 w/Atomic 4, gas i.b., main, lapper, 170% genoa, VHF, compass, D.S., pulpits, lifelines, preventer-boom vang, flush deck, full keel, good headroom, galley, sleeps 6. Good condition, recent survey. Asking \$21,500. 916/944-1874 or 944-1606/e	\$39,900 Bristol 32, '79 sloop, Ted Hood design, full keel, 22 Yanmar dsl., pedestal steering, interior/exterior teak, VHF, RDF, depth-sounder, knotmeter, excellent ground tackle, windlass, Avon Redcrest. 805/642-2582 (msg), 805/985-5242 Tom or Chelsea	HERRESHOFF ROZINANTE 1963, Nova Scotia. Master Mariners veteran. 28-ft Marconi ketch. Port Orford cedar on white oak, bronze fastened, lead keel. Seagull outboard, hard dinghy. Beautifully finished below. Excellent condition. \$19,500. Call (415) 521-3078.
1980 FREEPORT 36 This yacht is loaded. Six sails, autopilot, VHF, Loran, SSB, ham, boom gallows, liferaft, refrigeration, dodger, Datamarine depth, speed and wind instruments. Sausalito berth. Cost \$115,000. Will sacrifice, asking \$85,000. Contact (707) 823-3222.	ALBIN CUMULUS 28 '82 Peter Norlin sloop. Cruiser/racer. Sleeps 5. Loaded: 4 sails, 4 winches, Yanmar 12 diesel, VHF, Combi Digital depthmeter-knotmeter-log, Ritchie compass, 2-burner stove, press. water, 2 anchors, whisker pole. Exc. cond. \$33,000. (415) 563-3295	28' FIBERGLASS CRUISING SLOOP Mexican vet. RDF, VHF, stereo, dodger, vane, log, propane stove, EPIRB, opening ports, windlass, 200' chain, HD bow roller, 3 anchors, 7 sails, spinnaker gear, much, much more. Must sell \$19,000/B.O. 523-1041 (d) / 522-0903 (e) Gary
ERICSON 23 1974 keel/centerboard model. 3 headsails, Honda 7.5 outboard, VHF. Great first boat for Bay or Delta. Trailerable, many extras, Oakland Estuary berth. \$7,900 or B.O. (415) 527-2574	— ANNA — 65-ft 1926 Alden Ketch. Refastened and rebuilt interior '84. 250 hours on Perkins diesel. New Lee sails over all. Beautiful liveaboard or cruiser. Call Ken (916) 753-7846 (eves). Must see!! Asking \$95,000. Terms available.	BEST TAYANA BUY ON COAST 1980 37-ft Tayana cutter, well equipped with very low engine hours on 50 hp Perkins. Excellent inside & out. Owner will finance at only 9.8% interest w/20% down. Firm price \$78,500. (408) 984-7669 (e) or (408) 745-3561 (d). Ask for Pat.
CAL 2-27 Excellent performance race or cruiser boat — North sails, roller furling, Atomic 4 power. Excellent condition. Roomy cabin sleeps 5. Call (916) 893-2018. \$23K or best offer.	SELL MOORE 24 Race ready. 2 speed primary winches, custom traveler and backstay, tandem axle trailer & outboard. Priced to sell. Owner can assist with financing. Call (415) 522-6392.	23' PEARSON ELECTRA Carl Alberg designed sloop in excellent condition. Active Electra racing class. Comes with 5 sails (incl. spinnaker), 6 hp O.B., Sausalito berth and much more. \$6,000 O.B.O. Phone (916) 488-5040.
COLUMBIA 28 Atomic 4, 4 headsails, Delta berth. \$15,900/OBO. Jerry (415) 792-8025 (eves/wknds)	25' AIREX CORED HULL For D. Mancebo designed Cat ketch — featured in C.W. 4/80. B.O. or trade. Call Fred (415) 522-2705	SANTANA 35 <i>Orient Express</i> — 1979 racer/cruiser. Fully equipped. Join the most active fleet in the Bay. For sale by owner — \$62,000. (415) 493-4795 (eves)
ERICSON 30 — EXCELLENT! Strong hull & rig with VHF, DS, RDF, knotmeter, log, autopilot, Ritchie compass, standing headroom, enclosed head, sleeps six. \$25,000/B.O. Harry, P.O. Box 1201, Redwood City 94063 or (415) 367-0660 (lv. msg)	BEAR BOAT NO. 3 — TEDDY 23' wooden classic. New rigging and rudder. Good condition. Built for Bay. Advertised at \$4,800. Apparently too high. Now at \$3,600. Estuary berth. (415) 283-0366	O'DAY 1977 27' excellent condition, standing headroom, Atomic 4, shore power, depth sounder, knotmeter, 5 sails. \$22,000. Call (916) 534-3564 (eves). Berthed in Berkeley.
EXPRESS 27 Hull #2. In storage 2 years. Exactly like new. Knotmeter, depth-sounder, 2 compasses, sails. Call (415) 531-1731	GULFSTAR 37 1976 aft cockpit sloop. Fast, comfortable cruiser, roomy live-aboard. New sails, self-steering, many extras. \$80,000 Call Dave Jennings (415) 895-3318	LONG KEEL MINI-CRUISER 26' Ariel. Interior modified for liveaboard/cruising with plenty of stowage lockers. (I've lived aboard seven years). Sturdily built — sister ships have cruised Marquesas, etc. \$11,000. John 644-1968
THIS IS A STEAL! Beautiful Ed Monk 25-ft sloop. Cedar on oak, in impeccable condition. Set to go, electronics, etc. Surveyed at \$10K, must sacrifice for \$7,500 or B.O. Moving to Europe. (415) 453-1029 or (415) 232-3567.	MOORE 24 Ready to race. See before buying new or other. New main, Mylar 150, 6 bags sails, 4 hp Johnson and trailer. \$16,900. Tahoe (702) 588-7785 (hm), 749-5783 (wk). Rob.	20' POCKET CRUISER Sloop rigged, full keel, heavily built, fir on oak, bright spars, new decks, OB with 20 hrs., legal head, sail-away condition. Located Oyster Cove. Asking \$4,900. 330-7544/leave message for Mark
LIVEABOARD WANTED 100 ton captain looking for a live-aboard berth in exchange for maintenance. Wood or steel. Harold 776-5815 ext. 201. Messages anytime.	HOUSEBOAT — FOR SALE Redwood City location. Furnished 30 x 15 ft., 2 story, large deck. Berth included. Professionally built. In excellent condition. Appliances include washer, dryer, refrigerator & sauna. Our home for 7 years. \$50,000. Paul or Barbara (415) 368-0724 (after 7 pm)	KETTENBURG 40 Good condition. Outfitted for cruising. Derek 485-6776
1980 MACGREGOR 25' 9.9 Evinrude elect. start, KM, DS, VHF, head, custom cabinets and galley, water tank, gas stove, ice box, safety equipment, whisker pole, trailer and sway bar. \$8,000. (415) 792-1998 (after 4 pm)	CRUISING GEAR Two spinnakers — 60' hoist x 36' and 48' hoist x 25'. Like new, make offer. New — 550 watt generator, \$275. New — Log, Sounder, VHF. Used — electric anchor winch "Stevens". Used — sextant. Make offer. (415) 521-0531	1980 CATALINA 27 \$5K DN. Seller will carry for qualified buyer. Sharp, well equipped, diesel, inboard, 4 sails, D/S, K/M, VHF, plus lots of extras. Currently in Santa Cruz. \$23,000 total or will consider partnership and retain slip. Call Gene (408) 354-7700 (days).
PARTIALLY COMPLETE '79 Westsail 28. Partial interior, Volvo MD11C diesel, cutter rig, all standing & running rigging. Reasonably priced at \$25,000. Paradise Cay (Tiburon) berth. Write Byron at 3060 Bell St. #209, Sacramento CA 95821 for more details.	48' MAPLE LEAF If you're looking for true bluewater cruising sailboat <i>L'affaire's</i> it: 120 hp diesel 8 kts. cruising w/1,650 mile range, 400 gal. water, 4 kw gen., Loran C, autopilot, radar, washer/dryer, teak decks, center cockpit w/encl. top. R.E. trader. \$194,500. 408/578-1822	FREYA 39 By far the best and most beautifully built. Teak decks, teak interior, the best of electronics, sails and equipment. If your sailing dreams are serious, see this. Call (415) 332-3019, (707) 878-2619. \$125,000. Will consider trust deeds.
MAZATLAN IN NOVEMBER? Olson 40, <i>Ambush</i> , is ready for you this fall. Also available: Feb. 2 — Puerto V., and Cabo — March 9. CHALLENGE CHARTERS (415) 236-4322		ISLANDER 40 KETCH 1972 with new ('83) Chrysler 110 hp diesel. Sails: main, mizzen, jib, med jib, storm jib. Midship cockpit. excellent condition. Loaded: autopilot, VHF, SSB, CB, ham radio, RDF, rudder angle, knot/log, davits, Zodiac with 4 hp Evinrude, etc. \$95,000. Stockdale Marine. (916) 944-1874.
ATTENTION SKIPPERS! DOES YOUR YACHT NEED TLC? Experienced sailor available for maintenance — wood and fiberglass, rigging, brightwork, winches, engines, electrical & other gear. Experienced with sail & power to 80 feet. Reasonable fee. (415) 234-2152 / (707) 644-9922 (message)		MARITIME ATTORNEY Resolution of Construction, Repair, Collision and Lien Disputes for surveyors, owners and builders for over 20 years. Thirty-six years of Bay racing and cruising! William E. Vaughan, Esq. 17 Embarcadero Cove, Oakland 532-1786
<i>Sea Berths</i> custom bedsheets for your boat 415 775-5154		WOODWORKING Yacht Repair • Restoration Commissioning • Installaion CALL: STEVE JONES (415) 459-8659

CAL 9.2 (30 ft) 12 sails, all North. 3 spin. & blooper. Race/cruise equipt. Signet DAO knot, windpoint, close haul, depth sounder, twin Ritchie compasses & much more. Asking \$60K but I'll take \$39,950 this month. Baby needs shoes. (916) 485-0413	24' COLUMBIA CHALLENGER Versatile boat, excellent condition. Good for family sailing — large cockpit, galley, head, sleeps 4. Fully equipped for racing in active one design class. Equipment upgraded, new main and jib, spinnaker, extra sails, outboard, berth. \$5,900. 415/523-0680	1979 CATALINA 30 Roller furling jib, self-tailing winches, wheel, diesel, VHF, knotmeter, depth sounder, cruising spinnaker, elect. frig., 2 anchors, San Francisco berth. \$33,000. Call Don (415) 692-3451 (d), (415) 791-7409 (e).
MERIT 25, 1984 Kenyon mast and boom, extra sails, Oigital K.M., Contest compass, trailer, extra sail track and blocks added. Fresh water only, used little. \$16,500. (916) 246-0852 (d), (916) 365-1146 (e)	LAPWORTH 46 The <i>Nalu II</i> , a modern flush deck sloop built in 1954, is a 5-time TransPac winner and a proven cruiser. She is a comfortable, dry liveaboard with new teak decks, Westerbeke diesel, Aries vane, Lorai C, shower, refrig., etc. \$55,000. 236-9817	LORAN AND WINCHES Loran T1 9000 A, excellent condition, \$300. 2 Merriman Wire Halyard winches for boat 30'-40', side action, excl. cond., both winches & 3 handles for \$200. 4 hp short shaft outboard wanted. (415) 388-7330 (h); (415) 776-2054 (o).
SANTANA 27 Diesel, 7 winches, all halyards and reef line back to cabin top for singlehanding, VHF, fathometer, 120% jib (reefable), 140%, main (2 reef points), spinnaker, 2' anchors, safety gear, custom wood interior. \$16,900. (415) 339-2891 (e), 339-3858 (msg.)	ERICSON 35 MK II 1971, hull #152. Excellent condition with the following partial inventory: 9 sails (3 spin.), 10 winches, internal halyards, 3 knotmeters (2 expanders), wind direction, close haul, wind speed, 2 logs, 2 depth finders, VHF (remote at helm), VOR (100 channels), AM/FM stereo tape, ROF. Pressure water, shower. CNG s/s range & oven, wheel steering. Owner taking delivery of larger vessel. \$47,000 (415) 948-5979 (evenings)	PARTNER WANTED 1978 Tartan 10 (33 ft.). Very well equipped. 11 sails (some new). Well maintained/excellent condition. Good Bay sailer, one design or PHRF racer. \$14,500 buys half interest. (415) 552-6246
SELL OR TRADE 48' classic sloop built to Lloyds specs has lovely varnished interior, Aries, fathometer, spinnakers, many spares. Cruised to Tahiti in 1983. Now located Ala Wai Yacht Harbor, Honolulu. \$80,000, terms available. (808) 955-6105		J/29 Mast head. Mariner genoa and checkstay tracks. 48 to 1 backstay. Signet windspeed, windpoint, knotmeter, depth sounder. Micrologic Loran C. Ship to shore. Swenson sails 170, 155, 110, 3/4, 1/2, staysail, blooper, main, outboard. Owner 213/823-4691
ERICSON 27 PARTNERSHIP One third partnership in very clean 1972 Ericson 27. Richmond Marina Bay berth. Recently hauled. Good sails. VHF. Reliable outboard. Tiller. 989-9732 (d), 383-2412 (e).	RHODES BOUNTY II YAWL "TIARE" Sturdy, sleek f/g classic. Excellent condition. Imron hull, many sails, dodger, VHF, fathometer, knotlog, 400' chain, windlass, dinghy. \$65,000 (no sales tax in Hawaii!). (808) 487-5817. Ooug Vann, 1739C Ala Moana, Honolulu, HI 96815	36' CAPE GEORGE CUTTER Beautiful f/g cruiser, extensive equip. Teak decks, custom interior, 36 hp diesel, refrigeration, 5 sails, roller furling, hydrovane, autopilot, 7 Barents, 4 anchors, elec. windlass, 2 depthsounders, sailing dinghy, Avon dinghy, liferaft. \$85K (707) 823-1151
WANTED — MEXICO CRUISING COMPANION Must be motivated, agile & under 40. Must want adventure w/competent man on newer 37-ft cutter. All expenses paid & return guar. We should prepare now for Nov. 1 departure. P. Simmons, 3695 Greenlee Dr. #1, San Jose 95117, 408/745-3561/d	BALBOA 27 '78 w/new '84 trailer & 9.9 hp elec. start O.B., jib, main, bow/stern pulpits, lifelines, VHF, compass, porta potti, galley, sleeps 6, 6' hdrm., very clean. Shoal draft keel w/cast iron ctrbrd. Trailer. \$17,500. W/o trailer \$14,500. 916/944-1874 or 944-1606/e	ISLANDER 36 — PARTNERSHIP 1/3 share — 1976 model, well equipped, spinnaker. Great Bay and offshore boat. Berkeley berth. \$7,500 down, \$194/month & share berth, insurance, maintenance. Call 324-8771 (eves/wknds); 444-0560 (days — ask for Bob).
CATALINA 25 1980 swing keel model in excellent condition. Equipped with 4 sails, pop top, 10 hp Honda, EZ Loader trailer, depth sounder, plus more. \$14,500. (916) 791-7710	1979 29-FT LANCER SLODP 15 hp Yanmar diesel, spinnaker/150 genoa jib & main, both have travelers. Electric toilet, 2 burner stove w/oven, radio, depth finder and compass. \$30,000. Berthed at Oiscovery Bay. Call Oon Kelly (415) 634-2779 (after 7 pm)	FOR SALE — 1966 CAL-25 — BERKELEY BERTH Excellent first boat for daysailing, racing and overnights to Angel Island. 10 bags of sails incl. very fast Pineapple spinnaker. Evinrude o/b, knotmeter, alcohol stove, lots of fenders and dock lines, battery. Frank 527-2061 (e), 498-5625 (d)
FOLKBOAT — 1958 DEBUTANTE-CLASS Cruising sloop. Very sound hull, mahogany on oak, copper fastened. Johnson O/B motor, new upholstery. Includes tandem axle trailer, ready to go anywhere. Will deliver. Trade for small motorhome. 332-9231/message.	SWAP EQUITY Immaculate '78 Newport 28 diesel sloop w/Dodger, stereo, VHF, knotmeter, D.S., and more. Owe \$16K. Swap approx. \$9K equity for clean Porsche, BMW, land, \$ or ?. (415) 558-8126	36 ISLANDER — 1982 Better than new & \$20K less. Never raced or abused. Finest equipment. Hood sails, roller furling, Datamarine inst., teak wheel, Sony stereo, dodger, battery charger, Adler-Barbour re-frig., Pathfinder dsl. (low hrs). \$79K. 916/488-5400, 988-4379
PROF. COUPLE SEEKS TO CREW IN WARM CLIMATES Avail. Sept. '84 for unlimited duration. Experienced and able. Electrically and mechanically inclined. Certified scuba divers. We can cook! Call: Tom Hearn, 469 Heathcliff, San Jose CA 95111, (408) 226-8260.	PRICE REDUCTION Sail fast. Modified Contest 27 sloop; ready to race: 12 sails, spin. gear, compasses, nav. station, complete Brooks & Gatehouse instruments, 7 winches; or cruise: wood finished interior, standing headroom, galley, 6 berths. \$20,500. M. Gregory 415/326-6484	26' SLOOP Heavily built & proven double ender. F/G hull, dinghy, electronics, 8 sails, inboard engine, lots of equipment. \$13,000. 456-0221
1/3 PEARSON 26' Must sell 1/3 share fast, \$4,000 & \$60/mo. gives you almost unlimited sailing on S.F. Bay from Brickyard Cove berth, well equipped and clean, or sell whole boat cheap. Call Walt in Miami (305) 556-1984 (days). Will demo.	1979 CATALINA 27 Excellent condition. Used mainly in Delta. 9.9 electric start O.B., 150, improved rigging, depth, knot, VHF. Lots of extras. Buying bigger boat. Priced for quick sale. \$17,000. You won't find a better one. 461-5371.	1970 COLUMBIA 26 MK II One of the nicest on the Bay. 3 sails, VHF, D/S, K/M, 14 hp O/B and 6 hp O/B. Many extras. Well below market. \$10,500. (408) 284-0116 (d), (415) 941-5566 (e).
30' CUTTER Oak frames, mahogany planking, teak deck and cabin. Full electronics. Atomic 4. Roller furling. New sail covers and upholstery. Propane stove. Excellent condition and sails beautifully. \$19,500 or trade. (415) 498-7089 (d), (415) 881-0546 (e).	WESTWIGHT POTTER 15' Fiberglass with cabin, 1978, Seagull motor, 3 sails, trailer, exc. cond. \$2,950/offer. (707) 829-2838	1978 MORGAN 41 OUTISLAND Sloop rigged Morgan 41. Great liveaboard cruiser. Good off-shore, Bay and Delta boat. Possible 10% loan assumption. \$78,500. (916) 481-4242 (Tu.-Fri. days)
RANGER 23, 1975 Must sell now, with spinnaker gear, Honda 7.5, never raced, dry storage this last year, have berth at Peninsula Marina, R.C. Never raced. \$9,950, will coop. with 100% no-down financing. Call Craig (408) 295-0764 (eves)	MEXICAN CHARTER WANTED Exper. ocean sailor wants to join sailboat in Baja for 2 week cruise on Sea of Cortez or to mainland Mexico during 12/84. Will share in all cruising chores & pay reasonable fee. Robert Murphy, Box 674, Aptos CA 95001. 408/722-3484/w, 728-1585/h	PIER 39 SLIP FOR RENT 50' east side of Pier 39 with nice view of the Bay. Just minutes from great sailing. \$360 per month. Call after September 7th. (408) 247-9324 / (415) 865-2086
BOAT "DOC" A General Practice of Sailboat Maintenance and Repair Dockside service, reasonable rates, free estimates. Serving Bay area (including Carquinez area) Edward O. Boggs, Owner (415) 798-4134		NEED YOUR BOTTOM CLEANED? Call Joss Wilson (415) 566-7826 Hulls Cleaned, Zincs, Props, Recoveries
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MARINE SURVEYOR APPRAISER JACK MACKINNON Call anytime (415) 276-4351		EXOTIC HARDWOOD SHIPSIDE SALE Sailing vessel <i>Edna</i> direct from the Far East. Teak, Rosewood, Paduak, Ebony, Nyatoah, Merbau. \$1.50-\$9.00/BF. Sanford Shipyard, Cutting Ave., Pt. Richmond. Call (415) 431-4590 (leave message for callback)

3 YEARS EQUITY IN '78 WORLD CRUISING BOAT FREE! Just pay off balance & it's yours. Bought house. 24' LOA, 6' hdm., sink, stove, icebox, head, teak int., lots of extras. San Leandro berth. \$18,600 due. Flicka made by Pacific Seacraft. Serious calls only. Vic 209/523-1619/d, 537-5285/msg.	MAR DE CORTEZ BOUND! Classic '75 factory fin. Westsail 32, cruised only 1x to Vallarta. Orig. owner & Mexican wife to build at Puerto Escondido/Loreto/Baja Casa. Well equipt. \$52,000 or 1/2 interest partner interested in Baja cruises/g/charter'g. P.O. Box 4837, San Ysidro CA 92073	ISLANDER 37, \$44K Cash plus real estate notes; Race/cruise; sleeps 7; roller jib & main; VHF, RDF, AM/FM; mahogany interior; 2 anchors; most equip — ready to sail. Call for open house schedule/equipment list. (707) 539-6063/msg. (Have found larger boat).
1982 BAYFIELD 25 Sloop, full keel, Yanmar diesel, D.S., RDF, VHF, good condition, clean, well equipped, 3 sails, many extras. \$25,500. (503) 265-8934 or 812 N.W. High, Newport OR 97365.	READY TO GO — 1978 GULFSTAR 50 KETCH Excellent condition. Three cabins. Sleeps 9. Many extras include SatNav. Deep freeze. New Hood sails. One owner. Never chartered. Reg. and lying Jersey C.I. Five days from Mediterranean. Great opportunity to sail Mediterranean and Atlantic*. Further details (415) 383-6166. \$125,000. *Owner would assist with delivery if required.	HEALTH FORCES SALE Of one of the finest cruising yachts in Santa Barbara Harbor. Superbly equipped Kettenberg 32-ft fiberglass sloop with Hood stoway mainsail-mast, sea furl genoa, spinnaker, Loran, EPIRB, etc. By owner \$50,000. (805) 687-6401
J/24 Like new J/24. Honda 7.5 OB, VHF, never raced, 4 sails. See this before you consider anything else. \$11,950. Phone Dan (408) 739-2646.		DUFOUR 27 — BEST BUY Rugged, dry & comfortable French cruising sloop; fabulous quality, innovative engineering and ingenious space utilization. Volvo diesel, Signet depth, knot, WP/WS, wheel steering, 5 sails and much more. \$26,000. Call Vince (415) 841-8524.
CREW, COMPANION ON CARIBBEAN CHARTER SAILBOAT On beautiful, lively St. Maarten. Female, attractive, athletic, good cook, cheerful. Living expenses paid. Send good photo, personal data to: MAC, Great Bay Marina, Phillipsburg, St. Maarten, Netherlands, Antilles. I will do same and elaborate.	1958 NEWPORTER 40 KETCH Just completed 3 yr. major restoration—cruise equipt; 9 sails; autopilot; Loran; VHF; diesel; battery charger; refrigeration; propane stove/oven; Zodiac w/o.b.; hard dinghy. Dissolved partnership—\$68,000/offer. Schick, Box 620, Carlsbad CA 92008	NEWPORT 30, 1979 Volvo diesel, autopilot, VHF, RDF, depthsounder, speedo, log, EPIRB, Metzler dinghy, kerosene stove with oven, Lewmar self-tailing 2 speed winches, cruising spinnaker and much more. Located Richmond. Excellent condition. \$35,000. 916/878-1850
FANTASIA 35 1978 (new Harris underbody) fully equipped Mexico veteran. Truly a lovely sea home with lots of goodies. Berthed in Santa Cruz, Dock X-24 and sublet available. \$75,000 o.b.o. (408) 662-3428 or (408) 996-2828/msg. You'll just love her!	1981 MOORE 24, HULL #90 This boat has been sailed 3 1/2 months every year exclusively in fresh water. The boat is in excellent condition. Complete boat plus 5 North sails, Kenyon knotmeter, Headfoil II, lifelines, foredeck hatch, 1981 Suzuki outboard, E-Z Loader trailer, 4 winches. \$20,495. Will consider delivery. Bob Livingston, Missoula, Montana. (406) 251-3054 or 728-7413.	1971 SANTANA 22 Great Bay boat. New mast and rigging by Steve Seal. New main and 150 by Leading Edge sails. Evinrude 6 recently overhauled. Porta-potti, lights, anchor, etc. Coyote Point berth. \$6,000. (415) 857-7326 (w) / (415) 854-4043 (h)
SANTANA 22 OWNERS The Santana 22 One Design Association (SODA) invites new members to join us for racing, cruising, sharing of ideas and camaraderie. Call (415) 521-1020 and leave your name and address. Howard Brunn, Fleet Captain.		RANGER 23 — 1976 One of the nicest on the Bay. 2 sets North sails, one set new, North spinnaker, race rigged. Brickyard Cove berth. \$12,750/offer. Call Bob (415) 524-2856 (d), (415) 234-9566 (e).
LIFE RAFT Factory new six-person Viking UK inflatable life raft with full emergency equipment in fiberglass container. Retail at \$2,665 — will take \$2,000 or best offer. P.O. Box 1211, Avalon CA 90704 or (213) 510-0660.	BRISTOL 22 SLOOP Good condition. 2 jibs, 1 reef point in mainsail, 1900 lb. Fin keel, 7'11" beam, Evinrude 9.8., depth gauge and compass, extras. \$6,500. (415) 489-2104 (eves)	1969 CAL 25 Well equipped, maintained all-season Bay cruising/racing boat. Sleeps 5, teak interior, dinette, Evinrude O/B, jenny and 2 jibs. Fast, responsive sloop, ready to sail from excellent Berkeley berth. Must liquidate. \$8,500. Peter 527-9256.
FAST PROVEN BLUE-WATER CRUISER Big Mariah 31. Comfortable liveaboard, sleeps six, excellent condition. U.S. Factory custom made. \$62,000. (408) 353-1468. 21770 Lindbergh Dr., Los Gatos, CA 95030	SANTANA 525 1979 Fully race equipped. 7 sails North/McKibbin. 4 hp OB, trailer. Boat and equipment in top condition. Fresh water only. Terms, delivery possible. \$15,500. (702) 588-8220, (702) 588-3913, Wayne.	COLUMBIA 29 1965 MKI. Well equipped with 8 sails. Two anchors, Richie compass, KM, Dig. DS, RDF, clock, barometer. Good strong cruising boat with 6'3" headroom. Sails better than most. Half inch thick hull. Smooth sailer and fast. \$21,000. 415/357-9991
CLASSIC RHODES 39' Sausalito berth; replanked, new alum. mast, s/s rigging '77, new stern/transom '82, 7' cockpit, lifelines & pulpits, Shipmate LP stove/oven, s/s sinks, sleeps 4, 65 hp Universal. Some financing available. Reduced to \$39,500. 355-5831.	UNION 36 CUTTER Carefully maintained cruising sailboat built '81. 40 hp Perkins, Racor filter, Perko strainer, h/c pressure water, compass, knot/log, d.s., stove, refrigeration, manual windlass, CQR anchor & numerous detail refinements. \$83,000. (805) 642-3949 (e)	ERICSON 32 1978, Alameda berth. Pressure water, wheel steering, VHF, new running rigging, overhauled Atomic 4, depthsounder, knotlog, anchors and more. Anxious to sell, \$31,000. (408) 738-2888 x.4569 or (415) 964-6184.
MERIT 25 Sail a truly great Bay boat — active one design association. Potential for placement in active charter program. Well equipped and maintained. Seller motivated. (415) 357-3485 or (415) 483-2724	30' LANCER — 1978 Sloop, 130% jib, 150% genoa, spinnaker w/pole, whisker pole, wheel steering, VHF, depth finder, knotmeter, teak interior, stove, shower, hotwater heater, Yanmar 15 hp diesel, and more! Asking \$28,000. Call (415) 932-8962. Ask for Ken.	CORONADO 25 Only \$8,500/offer puts you on the water in a safe, roomy, well maintained and equipped cruising sailboat. Will teach to sail. (415) 845-0493
J/24 Race/Cruise. A drysailed 1979 Eastern built boat in excellent condition, with a galvanized tandem wheel trailer, 6 hp Johnson outboard motor, 2 sets of sails, 2 compasses, knotmeter, boat cover, lots more. (415) 992-3561.	J/24 Competitive. New North main and jib. Johnson 6 hp OB. Dark blue poly. Oakland berth. Paul 521-6153 (e). \$11,000/offer.	EASY SAILING HUNTER 33 Just right for the Bay. Congenial partners are looking for a fourth. \$4,000 for share & low monthly payment. Berthed in Richmond. Richard/Julie. Riley (408) 737-0124, (916) 333-4211, or (916) 333-1198.
J/24 SAIL NO. 8404 Better than new condition w/dark blue & gray custom factory gelcoat. 4 North sails, Signet knotmeter, compass, Mariner 4hp outboard, Horizon VHF, bilge pump, spinnaker twings, graphics. 15K or b.o. Contact Tom (415) 369-2900/w, (415) 571-1868/h	33' PEARSON VANGUARD Not for the Bay. Especially ocean-rigged & equipped, safe, heavy displacement 14,000 lb., 5 knt. comfortable yacht for 25,000 ocean miles 13 years she has been home not a boat. Available in New Zealand 9/84. \$40,000. (415) 673-8187.	EXCELLENT FINANCING or REAL ESTATE TRADE Winning — w/safety & control in all conditions are a result of design & workmanship in '72 40-ft cstm yacht. To win an IOR/PHRF championship or ocean race/cruise, <i>Impetuous</i> is a proven winner. \$79,500. (415) 237-7300
AMERICAN EAGLE CHARTERS Skippered 34' Peterson / \$225/per day (4 people) Bareboat 27' Catalina / \$75/per day Delta cruises — skipper knows hot spots as well as quiet spots. Design your cruise. (209) 823-0425		MARINE PLYWOOD AND TEAK LUMBER We stock Fir, Mahogany and Teak Marine Grade Plywood: 4x8, 4x4 and 2x4 sheets BOATERS SUPPLY STORES Redwood City 365-7874 Emeryville 654-7572
A CRUISING GUIDE TO FRENCH POLYNESIA By Fred Boehme 160 pages, 80 sketches with current information on islands, passes, anchorages, weather, etc. Send \$24.95 check or money order to author, 1290-D Maunakea St., #259, Honolulu, Hawaii 96817. Allow 4-6 weeks delivery.		 MARINE CUSTOM BOAT REPAIR boat carpentry dry rot repair remodeling refinishing free estimates contemporary techniques FRANK SAYRE 897-4461
FISHER 37 FOR CHARTER Diesel powered motorsailer ketch, well equipped, like new condition, available for long-term charter to responsible party or institution. Advantageous rate for the right situation. Write or call: Bob or Helen 125 University Avenue, Berkeley 94710 (415) 841-9296		 READY OUTBOARD SHOP 245 GATE 5 ROAD, SAUSALITO NEW AND USED MOTORS Inflatable Dinghies and Tenders 9 to 5 (415) 332-5233

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Islander 30 II has 2 - 1/3 partnerships for sale. Equipped for racing with 2 spinnakers, 4 headsails, 2 mains, Micron bottom, etc. Well maintained. Berkeley upwind berth. Partners selling wish to leave active sailing. \$8,600 ea. (415) 524-7723.

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Membership available. \$160/mo. plus insc. Sleeps 7, hot & cold pressure water, galley, head w/shower, electronics, diesel, stereo, wheel. Alameda slip. Deb or George (415) 969-9992

APHRODITE 101

33' F/G sloop, ideal for shorthanded racing/cruising, self-tack. jib, Autohelm, rod rigging, spinnaker, Signets, VHF, completely equipt teak interior, inboard diesel, light blue w/gray Treadmaster deck, absolutely like new. \$46,000. 415/962-0613 (e)

SANTANA 22

New rigging. New keel bolts. Very dependable outboard. A basic boat in very good condition. Selling because of transfer. \$4,800. (415) 632-5624 (h) / (415) 633-5823 (w)

ERICSON 35

Best buy. Fast racer/cruiser. Bristol. Ideal liveaboard. Spinnaker, race rigged. Full ownership or partnership. Electronics. 6 winches. Modern design. Attractive comfortable cabin. Save. \$39.9K. Let's deal. 366-0259 / 944-1532

74' CAPE DORY TYPHOON / 19' WEEKENDER

19' Weekender — full keel, low maintenance. Excellent Bay boat. 3 sails, 4 hp Evinrude plus extras, \$4,750. Trailer available. (408) 972-8565. Alameda berth.

NORTHEAST 38 / \$59,500

Heading for the Caribbean or the Med? Moving to the East Coast? Classic Le Comte sloop with diesel. In Calif. call Ray (415) 527-1423 or in N.Y. call Bob (914) 738-5850.

ALBIN VEGA 27

Trekka is a Bristol Bay/Ocean family cruiser. Volvo diesel w/Var pitch prop. 3 jibs, genny, cruising spin. w/sock, 2 spin. poles, dual forestays, whiskerpole, 3 anchors w/chain/line, VHF, knot/log, RDF, depth, Contest compass, EPIRB, stereo cassette radio, kero stove and lamps. Copperlux 6/4, MOB w/horseshoe. 110 w/marine charger, dodger w/ss rail, 2 bilge pumps, strobe, spreader lights, sleeps 6, head, storage, 2 sinks, \$20,000, berth. 9/1-9/10 Gary (415) 482-4219 / 9/11-on Clay (415) 228-8223

'76 CATALINA 22

Full keel Bay cruising sailboat. Sleeps 4, full galley, Porta-Potti, 3 sails. '81 7.5 hp Evinrude O/B just overhauled. Ballena Bay berth. Steal at \$6,500. Joe (408) 739-1522 or (408) 289-2207

28' RANGER SLOOP

1978 model, Gary Mull design. Excellent Bay boat. Jib, genoa, main. The iron jib is Atomic 4 30 hp inboard. VHF, depth sounder, dual batteries, alcohol 2 burner, tiller, head. \$23,900. (408) 923-8875 (e)

CRUISING BOAT

Customized Pearson 30, Mexico veteran, fresh survey, custom dodger, six sails, many, many extras, moving to a larger boat, located in the Delta. (916) 777-6385

RANGER 20 — 1976 SLOOP

Excellent condition, 3 bags sails, 6 hp Evinrude, VHF, Dodger, lifelines, brand new mast and rigging, EZ Loader trailer, all extras. Lots of fun. Easy to sail. Sausalito berth. \$6,900 332-5770 or 331-2590

HALLBERG RASSY MONSUN 31

1975 31-ft fiberglass full keel cruising sloop. Soundly built, of Swedish design. All furniture finish mahogany interior, teak cockpit with wheel steering. Sistership to *Mahia Tiare* of John Neal's South Pacific Milk Run. Propane stove and water heater, pressure water, shower, Wallace forced air kerosene heater, Autohelm 3000, Dodger — and much more. New main & 110 jib, 130, 150, storm jib, drifter. A well balanced, comfortable, easy sailing boat in fine condition. (415) 482-4219 (eves)

SAILING INSTRUCTORS NEEDED

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CATALINA 38

Save Broker's Commission! \$59,500! — 3 North sails, 8 Lewmar Winches, VHF, knot, depth, Delta top, 2 anchors, and much more! Call Diane Ellis at (408) 287-9501 (d), (408) 377-8429 (e).

TANZER 22

Ready to sail! New rigging. New bottom paint. New sails — main, 150 genoa, jib. Sleeps 4 comfortably. San Leandro berth. Full electronics — depth meter, VHF radio, knotmeter. 6 hp Evinrude. \$8,500/offer. (415) 846-1906

24' COLUMBIA CHALLENGER

Strong, well built boat, excellent for S.F. Bay sailing. Large cockpit, sleeps 4, 6 hp outboard. Active one-design racing class. Give away at \$4,200. Call Kevin O'Donnell at (415) 526-6329 (h) or (415) 864-1952 (w).

DON'T WAIT!

Sail now! This Newport 20 will take you anywhere on the Bay/Delta. Two jibs, spinnaker, custom galley, dinette, o/b, head, sleeps 4, much gear. Must see. Two boat owner asking \$5,000/best offer. Mike 655-7115 (eve)

OLSEN 30 — RACING PARTNERSHIP

Syndicate forming to campaign this great U.L.D.B. Own and race 1st class at a quarter the expense. Sailors in the "business" of having fun. Call Mike Ballard for details: (408) 395-5164 (h), (408) 257-9963 (w).

PACIFIC SEACRAFT FLICKA

1980, hull #147, EZ loader trailer, VHF, CB, DS, beautiful teak interior, excellently maintained in fresh water, many extras, marine survey 1982. \$30,900. (209) 227-3932

COLUMBIA CHALLENGER 24'

Fiberglass construction, stainless steel rigging, pulpit and life lines. 4 full berths, head and galley. 4 new North sails, genoa and spinnaker. Aluminum bridge for controls. Mint condition. \$6,500. 935-5140

BARGAIN

Clipper 30-ft fiberglass sloop, spacious interior, sleeps 6. Excellent condition, many extras, new motor. The first \$10,500 or best offer takes. (415) 769-8422 (leave message).

25' CORONADO

15 hp OB/remoted controlled, full galley, new cushions, cockpit awning, R/T, stereo, and much more. Delta berth. \$9,000 negot., must see. (707) 255-5032 or (707) 253-0324 (message).

ALBERG 37 — 1972

Westerbeke, 7 bags of sails, double headstay, refrigeration, heat, insulation, autopilot, self-steering, Loran, VHF, depth, knotmeter, self-tailing winches, dodger, awning, 3 anchors, windlass, ready to go cruising. Plans have changed. (415) 583-2051

45' KETCH ED MONK DESIGN

Fiberglass on plywood, twin keel & diesel engine. Excellently maintained. Crossed Atlantic twice. Inventory and photo on request. Price reduced to sell \$54,500. (206) 329-0398 eves 784-6927

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Fast cruising yacht in superb condition. Equipment includes: 130,110 and 70 jibs, triple-stitched. 120 ft./fath. depth. w/alarm, VHF, Autohelm 2000, 7' dinghy (carries on deck), plus more. \$55,000/b.o. (408) 426-1526 (eve)

ERICSON 29

1973, excellent condition, loaded, stiff Bay boat, sleeps 6, 110, 130, 150, new cruising spinnaker, VHF, DS, stereo, alcohol/electric stove, dodger, stern ladder, Delta gear. \$23,500. 877-8718 (days); 697-7804 (eves)

RAWSON 30 / BEAUTIFUL

Windshield & dodger, self-tend. jib, autopilot, strong FG constr., 6'3" headrm., sail. dinghy on davits, full keel, hold. tank 70 gal water, 37 gal gas, 50# icebox, swing oven alcohol stove, good liveaboard, recent survey. \$28,500. (408) 245-1193

RANGER 23

Two boat owner, anxious to sell, price reduced. Fantastic one design small yacht for racing/cruising the Bay. Loaded with gear, equipment and sails. Excellent condition. Call (415) 938-2969

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Combine gracious living with top quality and proven performance and you'll find this late 1978 masthead sloop is perfect for the couple who are "beginner" or "expert" sailors. Aft cabin — center cockpit — cabin heater — freezer — hot/cold pressure water — 2 heads with showers — skylites — full electronics — Perkins diesel — Loran, VHF — Swann transceiver and much, much more.

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\$110,000

BAYLINER BUCCANEER 180 ('78)

With little Dude trailer and 3.5 hp outboard. Cuddy cabin. Easily rigged, launched, sailed and retrieved singlehandedly. 800 pound tow weight. Huge cockpit. Blue hull. Red and white mainsail. \$3,000. (408) 926-1162 (eves/wkends).

37' CRUISING SAILBOAT

Cedar on oak, flush deck, Volvo aux., Loran, VHF, fathometer, kerosene stove, diesel heater, sailing dinghy, anchor windlass, roomy interior. \$29,500. Call Jack (415) 364-6453 (days), 321-0570 (eves)

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1980 CAPE DORY TYPHOON 18½-FT DAYSAILER Flotation. Convertible to overnighter. Large cockpit bench seats. Seaworthy. Fun boat to learn on. Electric panel, battery, running lights, bilge pump. With or without other equipment. Trailer. \$7,500 give or take. 461-6849.	1975 WESTSAIL 32 Mint condition, all factory built. Ready to cruise. 1978 Volvo Penta diesel, too much equipment to list. Health forces sale. For \$48,500. You can make your dream come true. Call (916) 644-7316.	ISLANDER 36 Fully equipped, Barent winches, Palmer engine with less than 300 hours, Coyote Point berth. Best maintained I-36 on the Bay. Great cruising/racing boat. Original owner. \$52,000. (415) 574-1208 (e)
MISTRESS AVAILABLE Miss Ericson, healthy well equipped 32, needs third master to keep her busy and content. Real good deal. Two masters not enough for her needs. Bill 957-1238, 731-5416 or Don 548-0456, 845-9600.	RANGER 29 "LONE RANGER" 1973 cruiser/racer. One of the best Rangers built, a local MORC champ. Outstanding equipment list, 7 bags (2 spinnakers), new bottom paint and brightwork, Telcor instruments. For the knowledgeable sailor. (619) 452-8053 (eves)	ENDURANCE 35 CUTTER 10,000 offshore miles, custom built to drawings of Peter Ibold, F/G hull, oak beams, teak deck. Equipped for long distance cruising, clean and excellent condition in and out. \$79,500. Info: Vancouver, Canada (604) 988-3861
FOR SALE — WESTSAIL 43 Tall rig cutter, bristol blue water cruiser, comfortable liveaboard while you plan your voyage, factory finished, easily handled by couple, private aft/forward cabins, all wood interior, slip, extensive inventory, will consider sm. sailboat in trade. 213/549-5582	ISLANDER 36 Private party anxious to sell below market value. No reasonable offer declined. Boat in "like new" condition. Well equipped. Inquire (415) 751-5500 (d), (415) 386-0407 (e).	CREWMAN AVAILABLE FOR ROUND TRIP S.F.—MEXICO Experienced, personable and reliable. (415) 841-6962
TOUGH, GOOD-LOOKING, STORM-TESTED, STEEL: 37' Zealand yawl (sloop). Aries, Westerbeke, refrigeration, depth finder, new sails, good stowage, dodger, Walker log, much spare line. Just hauled. Ready for 'round the world or Pacific. Pick up at Sydney. \$36,000. (213) 433-0889	48 CANOE COVE Sports Sedan (1981). 300 hours since new, immaculate and very well equipped; Twin 671 G.M. diesel power. Price \$285,000 Canadian (this is \$100,000 below new replacement). (604) 656-0475 or (604) 656-1138. Victoria B.C. Canada.	20' FIBERGLASS SLOOP Eastern sail star, fixed keel, new mast & rigging, good sails, spinnaker, 4.5 Evinrude longshaft, head, w/trailer \$3,200. Also sailing dinghy (wood) & pillar point mooring, additional cost. May trade real estate/classic car/motorboat. 415/948-1760/msg
WANTED: To sell, trade or partner — Petersen 25 Quarter-Ton Sloop. Needs some work. Asking \$9,950. 331-5771 / 332-6086 Dianne	OWNER BUILDING AGAIN Professional quality 25-ft Mariner Trimaran <i>Winsome</i> . Four years rebuilding, relaunched 1980. New standing rig July 1983, 5 sails, spinnaker, Autohelm 2000, VHF, RDF, knotmeter, depth-sounder, 15 amp converter, bow and stern pulpits, 1983 7.5 Johnson O/B with alternator + lots more. Gear in like new condition. Hulls epoxy and glass over plywood, mahogany interior with teak hatches and trim on exterior. Must see. Financing new project forces price below material cost. \$19,000. Negotiable. (408) 266-7696	28' CRUISING SLOOP This <i>Twister</i> was built by Tyler in the U.K. and is designed for serious cruising. Desperate owner is now asking \$20,000. (415) 841-6962
CREALOCK 37 New 1982 by Pacific Seacraft. Custom long range cruising interior. Avon liferaft; RVG vane; full electronics; 8 sails; dodger and bimini; propane stove; refrigeration; cruise ready; sacrifice \$95K/offers. D.J.W., Box 620, Carlsbad, CA 92008.	COLUMBIA 26 MKII Stiff Bay boat. Excellent condition. Berkeley berth, much teak. \$11,000 or highest offer. (415) 525-3465.	CATALINA 27 VHF, KM, AM-FM cassette, CB, 6 sails, 6 winches, spinnaker gear, new 15 hp Chrysler, new interior & canvas, adj. backstay, jiffy reefing, vang, MOB pole, PFD's, custom hatch cover, dinette interior, new bow pulpit. \$13,950. (415) 726-5898
FOR SALE Roberts Maritius 45 Hull. C-Flex, fiberglass. Solid professional layup. (415) 349-1735 or call (415) 570-6632 and leave message on my business tape answering machine.	1/2 PRICE BOAT SALE! Half partnership in custom Cal 28'. Loaded: 7 sails, 7 winches, new rig, new Honda O.B., VHF, RDF, stereo, depthsounder, knot-meter, Alameda slip, solid Lapworth performance, warm & roomy, 12% financing available. \$8,000. John 522-3123	YAMAHA 25 SLOOP Racer/cruiser, diesel, spinnaker, VHF, excellent condition, very fast and seaworthy proved in Hawaiian waters, moored at Waikiki. Great buy at \$15,300. Must sell, bought another Yamaha. (808) 737-1757.
HERRESHOFF H-28 Unmodified. 28-ft ketch in bristol condition. Beautiful, fast, gentle and balanced. Very complete gear and electronics. New cover. Grey 25 hp '76. Perfect for Bay, Delta, Mexico, etc. A joy to sail and cruise. \$17,000. (415) 525-0279	SAVE \$5,000! 1978 Acapulco-Islander 40 cutter. Super strong 14-layer glass below waterline. 40 hp diesel, 3 kw diesel generator, autopilot, ham radio, loaded. \$65,000 delivered to Southern California. You pick it up in Puerto Escondido — \$60,000. Best buy on West Coast. See it! Yate <i>Kuchi</i> , Box 100 Tripui, Loreto, Baja Calif Sur, Mexico. Mail takes three weeks.	INTERNATIONAL FOLKBOAT This Doublehanded Farallones veteran is in excellent condition and fully equipped for Bay sailing or shorthanded cruising. Extras include windvane, Avon, full electronics, and custom interior. Call Steve at (415) 834-2333.
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MOORE 24 Saltshaker Hull #3. 8 sails, tandem axle trailer, all required racing equipment, new full boat cover. \$14,500 or offer. Call Peter Stewart (213) 372-7491.	FUJI 32 Cruise veteran. Beefed up for ocean sailing with all cruising amenities. A one owner boat that's had lots of tender loving care. Call or write for 3 page inventory list. P.O. Box 1749, Sausalito CA 94966, (415) 332-8296.	32-FT CLIPPER 1977 Great Bay and Delta keel boat. Fiberglass with trailer, diesel, depthsounder, new VHF, hailer, charger, 3 sails, full headroom, many upgrades, sleeps six, excellent condition. Marina Bay berth. \$22,500. Norm (916) 483-6691 (d).
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TWKESBURY HANDCRAFTED MARINE FIREPLACES Since 1967, recognized as the ultimate boat fireplace. Beautiful black porcelain cabinet with solid yellow brass trim. Catalog brochure with all specifications available. \$595. Visa, M/C accepted. TWKESBURY 13320 Tanglewood, Dallas, Texas 75234 (214) 820-1012	VALIANT 40 FOR CHARTER Sail San Francisco Bay in the most luxurious Valiant 40 on the West Coast. Named "Offshore Cruising Boat of the Decade" by <i>Sail Magazine</i> . She is exciting to sail and beautifully equipped from autopilot to SatNav. (415) 530-5464 after 6 p.m.
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20 FT. WOOD SLOOP Beautiful little sloop needs home in the Bay. She lives in the Delta now and it's killing her. She has teak decks and cockpit with mahogany cabin. Very good shape with '84 survey. Asking \$4,500. (209) 478-2295	24' FLICKA — 1977 Built by North Star, excellent cruiser w/custom interior (6'4" headroom), new tanbark sails, propane stove, oversized running/standing rigging, 5½ hp OB, stainless gallows, just hauled. Must sell/unexpected incoming family. \$21,000. 619/437-1240	BALBDA 27 Harbor of Portobello berth. 4 bags of sails with 150 genoa. Club jib. Renault diesel. Includes new trailer. Very clean condition. \$19,950. (415) 657-3434
FAST & COMFORTABLE — 32' COLUMBIA SABRE 5.5 F/G sloop, Bristol!! Spacious cabin w/new head, bilge & water pumps, Barient, rigging, o/b. S/S sink/icebox, 4 bunks, large cockpit, New Everything. Sausalito berth. Bargain at \$12,750. (415) 332-7543 (after 6) for specs/photo	CAL 20 Hull #834, 5 bags, spin., Kevlar internals, stainless bridge, VHF, stereo, Kenyon; O.S., AWI, KM, compass, Honda OB, '84 Pettit Offshore!, '84 Awlgrip, excellent \$7,100. Greg Mosen, 14440 88th Ct. N.E. Bothell WA 98011. 206/823-0267, 827-7738	REEDS SAILMAKER Excellent condition, new heavy duty motor, spare parts, hand crank. \$350. (415) 457-6259
BRISTOL 27 1968 dinette model. Sleeps 5. Needs a shine. 10 hp outboard. 36' upwind Oyster Point berth with phone outlet. \$13,500 (415) 344-3495 (eves 5-9)	37' NICOL TRIMARAN SLOOP Documented, coldmolded, glassed, foam-insulated, full galley, head, 2 double/2 single berths, 7 sails, 2 anchors, O.S., stereo, 2 speed Barlows, Honda/Seagull, just hauled, painted. Ill health forces sale. Asking \$25K. (415) 669-1576	26' COLUMBIA MK II Spinnaker, 110%, 150% genoas, 6½ hp Evinrude, 12 gal. fuel. Large cockpit and deck area, roomy below, sleeps 5. Alcohol stove, icebox, fresh water tank. \$9,000/B.O. Must sell to buy bigger. (415) 592-2390 (eves/wknds). Ask for Oave.
INTELLIGENT, EDUCATED, ATTRACTIVE 44 yr. old female with little experience seeks extended cruise. Financially secure, don't drink or smoke, into personal growth, natural foods. Arlene (707) 584-7605 (let ring)	CREW NEEDED — EXPENSES PAID 36' Angleman gaff ketch is going to Florida November 1984. Need 2 crew members. Sex and experience unimportant. You must have time for 2½-3 mos. cruise. Call (415) 232-7144	CATALINA 27 1976 Catalina 27' with dinette interior, Honda 100 engine, 150, depth sounder, VHF, knotmeter, compass and many little extras. Lifestyle change to homeowner/parents requires quick sale. \$15,000 or best offer. Jeff (707) 644-5998 Vallejo
1980 CATALINA - 25 Fixed keel, VHF, KM, compass, main, 110, cruising spinnaker, Honda 10 hp, whisker pole. Well maintained, clean. \$16,500. (415) 326-2300 (d) / (415) 851-8461 (e)	YANKEE DOLPHIN 24' Drastic price cut, must sell, \$12,000, less than cost of materials in complete restoration. New teak floor, VHF, head, lights, cushions, lifelines, stern rail, seacocks, etc. Prettiest and best Yankee you will see. Craig Graham, (209) 369-8520 (eves)	FOR SALE Cal 34. Atomic 4. VHF radio. Fully equipped. Excellent condition. With berth in Sausalito. \$33,000 or best offer. Call 576-3753 (d)
TWIN KEEL CUTTER 25' Aleutka design. 33" draft. Dries out upright. Fiberglass hull, teak decks and trim. Tanbark sails, vane, new Johnson O.B., much more. Safe, strong and fast cruiser for two. \$9,500 (415) 493-5891	CATALINA 27 — MUST SEE! Great Bay/Delta boat in excellent condition inside and out, including Atomic 4 inboard. Fully equipped and easy to sail. Partnerships invited, owners anxious to sell — \$18,000. (408) 268-4462 or (408) 268-6975.	EXPANDED WANDERER III 33' (29' WL) cutter in varnished teak and enamel. Perfectly maintained since launching in 1959. Ready for two to voyage anywhere in comfort and safety. New Yanmar. Self-steering. Oinghy. Zodiac. 3 anchors. Storm sails. \$39,000. 619/224-3311
CHARTS AND LIFE RAFT WANTED Need recent charts, San Diego to Florida, all or part. Also, need 4 or 6 man life raft. Call (415) 232-7144	41' PERFORMANCE OCEAN CRUISER \$52,000 Corten steel hull, wood decks and cabin. Designed and built in 1967 by Einar Ohlson of Sweden. Originally a CCA racer, converted to short-handed cruising. Proven passage-maker, recently completed 25,000-mile Atlantic voyage. Totally reconditioned and ready to go again. Lots of gear including roller reefing head-sail, Aries, and new main and genoa. Save money, buy now before all the interior varnishing is done! (415) 648-5503	OLSDN 30 Southern Cal. boat, custom rig, new outboard, 11 bags, VHF, overboard gear, more. Owner must sell — all offers welcome! Delivery North easily arranged. (714) 546-9089 SANTANA 22 Very good condition, 6 hp Evinrude, spinnaker, compass, knotmeter, new mast, ss chainplates, oversize turnbuckles, safety lines, bow pulpit, Berkeley berth available. Must see. \$5,300. (408) 732-0720
COLUMBIA 22 Great boat for Bay and Delta. Fully equipped and ready to go! 5 sails and jiffy reefing. VHF, DF, 2 anchors, stove, exc. 6 hp — and much more. \$3,995. (415) 841-6500 x.335 Jim Rumlhart	CT-41 1975 Cruising Ketch F/G, diesel. Well equipped, all teak interior. Sleeps 8, original owner. A-1 maintained. \$78,500 (408) 779-7885	45' MOTORSAILER 671 diesel, mahogany hull, 3 bags sails, some electronics, must sell. \$28,500. (916) 363-2391
NEWPORT 28 — '80 Well-maintained. 110-150 jibs, new paint/varnish. 12 hp diesel, KM, VHF, slps 6, good Bay/ocean boat. Great inside, deluxe cushions, galley, navig. station. Exc. cond., head w/shower, extras. Handles well. \$28,500. Phil 408/925-3297, 415/828-3005	LASER 1983, never raced, excellent condition. Colored sail (violet/blue/white), white hull. Shoreline trailer, spare tire. Protected parking space available in Los Gatos. \$1,600. (408) 947-7406 (eves)	1977 CHRYSLER 22 Fixed keel, six stanchion tandem trailer. New Mylar 150 and 5 oz. main, six sails total. Equipment inside and out of race or cruise. \$8,000/offer. (209) 822-2437. Will transport.
CATALINA 22 — \$5,000 — 1976 Poptop, swingkeel, depthsounder, 9.9 Mercury/electric start, forehatch, super stereo, jiffy reefing, offshore compass, new bottom paint, more goodies. One owner boat is in brand new condition. Must see! Bill (415) 573-1081, 321-0982.	SIGNET 20 65' beautiful little pocket cruiser. Main, 3 jibs, outboard, sink, anchor, etc. Has sailed up and down the coast. Priced to sell at \$3,500. Call (415) 851-8828.	WANTED Powerboat — private party wants 36' plus powerboat, wood with aft cabin preferred. Will look at all possibilities. Take over your payments, low cash available. Credit rating excellent. Call after 6 pm (415) 349-4645
BRISTOL 29 1967 — Very good shape, well equipped. Must sell — \$22,000 (415) 829-2211, 820-8152 (eves)	ERICSON 27 1974, Volvo IB (gas), 150 (roller furl), 120, 100, 70, Spinnaker, VHF, knotlog, depth, autopilot, dodger, much more! Check the Delta, comb the coast; then look at this superb boat, and get the most — for \$26,500. (707) 745-0615.	SEEK BAJA CRUISE Experienced and responsible Sausalito couple would like to rent or crew this winter for two weeks or month. Our planned cruise scratched for lack of time. Flexible. 332-6053
OFFSHORE CRUISING SEMINARS — LAST CHANCE IN 1984!!! Weekend seminar will help you organize and plan for your dream cruise. We cover: boat selection, outfitting, tropical medicine, coral piloting, sail repair. Lectures, movies, slides, charts, 160 pg. Seminar Notebook. Tiburon Lodge, Sept. 22-23. \$95 single/\$145 couple. MAHINA CRUISING SERVICES, P.O. Box 800, Friday Harbor, WA 98250 (206) 378-2393		SANTANA 22 PARTNERSHIP Spinnaker, good sail inventory. Rigged for singlehandling. Custom interior. Berkeley berth. Enjoy nearly unlimited use of this fine Bay boat while I'm in grad school. Ownership, 1/3 \$2,000, 1/2 \$3,000, or lease. Patrick 865-2518.
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RANGER 23 Full race. Excellent condition. Great sails include spinnaker, 150% & 125%, VHF marine radio, outboard, sleeps 4. Best class boat on Bay for race and cruise. Sausalito berth. \$11,950 or B/O. 777-0655 (w) / 665-3636 (h)	ERICSON 27 Excellent condition, VHF, knotmeter, depth sounder, compass self-tending jib, 110, 150, Volvo diesel. \$24,900. (415) 941-8999	SAILING CREW WANTED Active, responsible, socially inclined people interested in sailing a 58-ft ketch (Bay/Coastal cruising). Offering crew camaraderie and hands-on experience on a good boat. Experience helpful but not necessary. (415) 567-4945
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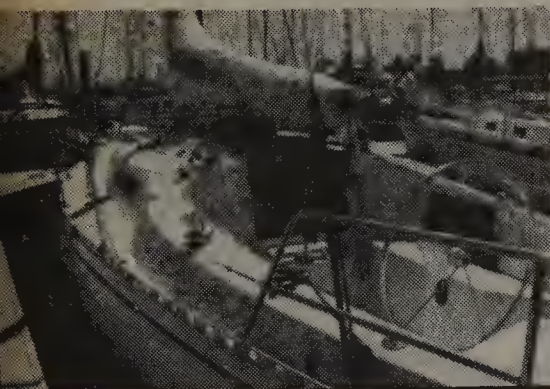
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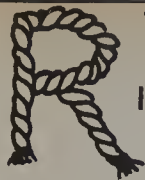
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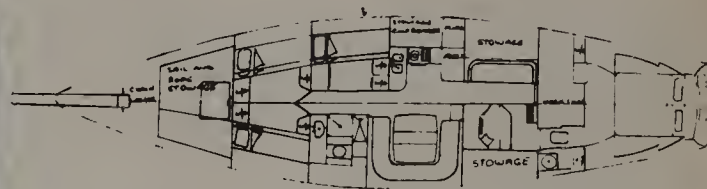
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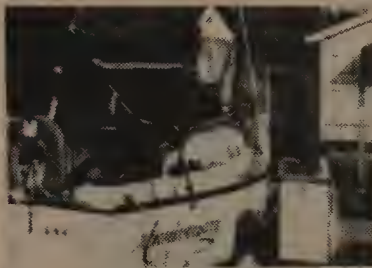
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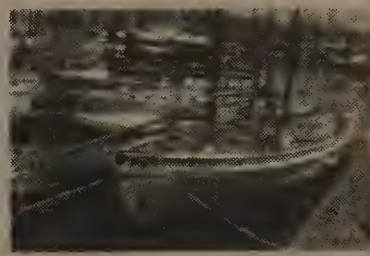
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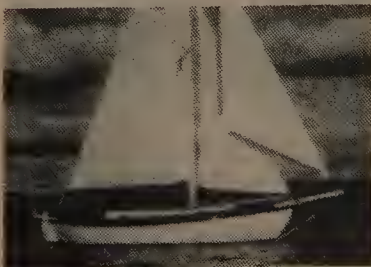


42' CHAPPELLE SCHOONER

Wooden, built 1979.

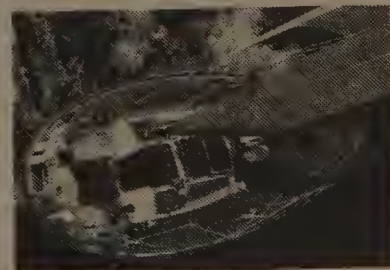
\$69,995

LENGTH	SAIL	ASK'G
18'	HERRESHOFF CAT.....	\$9,995
20'	FLICKA, clean diesel.....	Offers
22'	COLUMBIA, clean.....	4,900
22'	HERRESHOFF EAGLE, gaff.....	11,000
24'	COX English sloop, M-M veteran.....	8,900
25'	HUNTER, loaded, trailer.....	25,000
25'	CORONADO sloop, clean.....	9,000
25'	CAPE DORY.....	16,500
26'	BALBOA, loaded, trailer.....	12,500
26'	PACIFIC CLIPPER, teak, diesel.....	12,500
26'	"MAGIC BUS", full race, 1/4 ton.....	Offers
27'	CORONADO, clean.....	15,000
28'	H-28, original, clean.....	17,000
29'	H-28, modified, a beauty.....	29,000
30'	CORONADO sloop, fully equipped.....	24,500
32'	WESTSAIL, (3) starting at.....	39,950
33'	WINDWARD sloop, cruise equipped.....	29,000
35'	CORONADO, liveaboard.....	38,000
37'	ALDEN schooner, classic.....	47,000
38'	KETTENBURG K-38, hurry.....	25,000
40'	HERRESHOFF, immaculate.....	70,000
42'	CHAPPELLE schooner, custom 1979.....	69,995
44'	LA FITTE, trade down, with slip.....	Offers
44'	STAYSAIL schooner.....	35,000
68'	CULLER topsail schooner, "Elias Mann".....	165,000
45'	BURNS ketch.....	108,000



WESTSAIL 32

\$39,995



LA FITTE 44

'Synergy', trade down, with possible slip. sistership

\$195,000

44'	LA FITTE, trade down, with slip.....	Offers
44'	STAYSAIL schooner.....	35,000
68'	CULLER topsail schooner, "Elias Mann".....	165,000
45'	BURNS ketch.....	108,000

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41' CT '75. Garden dsgn, dsl, Aries, life raft, Honda gen., many spares.....	77,000
40' OFFSHORE '74. Cheoy Lee built, Philip Rhodes dsgn. Datamarine, dsl., a.p....	Inquire
40' DANISH 8 METER '57. Mahogany planks. Diesel. Sleek.....	35,000
40' TRINTELLA '72. Quality cruising ketch. Ready to go anywhere.....	129,000
40' MARINER KETCH. SatNav, auto, dinghy, Barients, etc., etc.....	\$58,500
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32' CHALLENGER '73. Roomy fiberglass, San Francisco slip.....	48,900
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30' SANTANA '77. Wheel, diesel, spinnaker and more.....	36,000
30' FISHER '73. M/S, inside steer'g, dsl, radar, a.p., refrig, more. Exc cond.....	56,000
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29' Cal 2-29.....	1975	31,500.00
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30' O'Day.....	1978	42,000.00
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32' Islander.....	1976	39,500.00
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25' Fleur Blue.....	1960	10,000.00
28' Hallberg P-28.....	1958	12,500.00
28' Original H-28.....	1950	19,500.00
30' Spitsgatter.....	1948	39,500.00
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36' Gilmer Auxiliary Ketch.....	1979	99,900.00
38' Farallone Clipper.....	1960	40,000.00
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40' S & S Bermuda Yawl..... 2 available.....	'53, '60	frm 67,000.00
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24' Reinell.....	1978	15,500.00
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38' Pacemaker Sportfisher.....	1965	39,995.00
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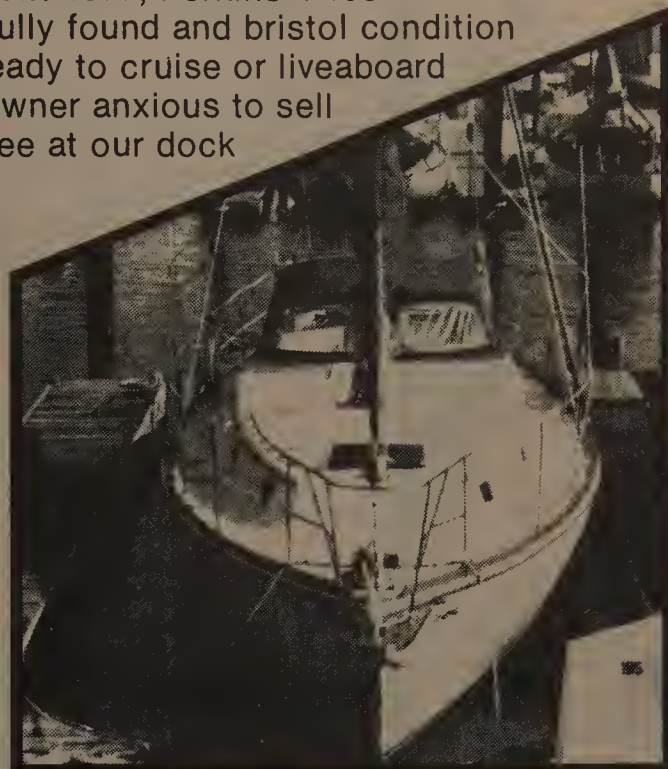
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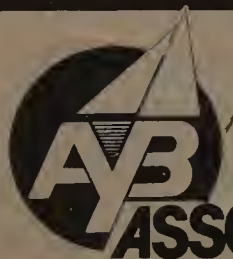
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41' Caribe, cutter '80..... 120,000

40' Trintella, ketch '72..... 129,000
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Pearson 10 meter, '74..... 45,000

31' Cheoy Lee, ketch '67..... 39,500
30' Islander Bahama, '80..... 39,900
29' Columbia, sloop '78..... 30,000
27' Stiletto Cat, '82..... 27,900

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This 1975 professionally built ferro cement cutter is fully found & cruise equipped, including: 80 hp Ford dsl, refrigeration, autopilot, liferaft, 2-spd winches & all the ground tackle ever needed. LOA: 41'; LWL: 36.5'; Beam: 12.5'; Draft: 7'.

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27' Cheoy Lee OS, '72, fg, dsl.	23,000
27' Albin Vega, '74, fg, dsl.	25,500
27' Catalina, '71, '73, '75, 3 frm	13,500
27' Ericson, '73, '78, 2 frm	22,500
28' Dufour, '79, fg, dsl.	41,500
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28' Santana, '76, fg, dsl.	29,500
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32' Marjeholm, '74, fg, dsl.	44,500
32' Targa, '78, fg, dsl, must see	47,500
32' Valiant, '76, fg, ig.	69,500
32' Westsail, '74's, fg, dsl2 frm	47,500

33' Ranger, '74, fg, ig.	44,000
34' Cal 2-34, '76, fg, dsl.	49,000
34' Coronado, '67, fg, ig.	34,950
34' Dash, '82, fg, ig.	49,000
34' Ericson, '78, fg, ig.	53,750
34' O'Day, '81, fg, dsl, fin.	66,000
34' Wylie, '80, fg, dsl.	59,000
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35' Fuji kch, '75, fg, dsl.	78,500
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37' Esprit, '79, fg, dsl.	102,000
38' C&C Landfall, '76, '80, 2 frm	59,000
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38' Morgan, '78, fg, dsl.	93,400
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40' Herreshoff, ctr, '38, wd, dsl.	74,500
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42' Spencer, '66, fg, dsl.	69,000
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26' WOOD sloop, full keel.	12,900
26' RANGER, very nice and clean, good Bay boat.	12,900
26' BAL BOA, we've 2. 1 at 12,900, on at 13,500	14,600
26' PEARSON, see 2 here. make offer, one at 13,500, one at 14,600	16,500
27' CAL T/2, very sharp, new listing, speedy & clean.	offer/22,250
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41' OFFSHORE/CHEOY LEE ketch, bristol.	77,000
41' CT ketch, shown by appointment.	120,000
42' WHITBY ketch.	Inquire
44' PETERSON.	125,000

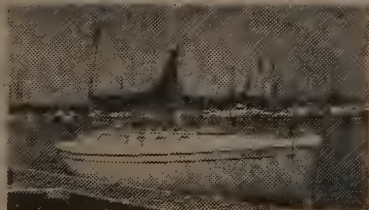
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25' KIRBY '79 cabin slp, quick.	16,000*
25' CHEOY LEE Frisco Flyer.	16,000*
25' C&C '74 sloop.	18,000*
26' PEARSON (3) sloops.	frm 13,500
27' CAL T-2 '73, ocean able.	19,000
27' O'DAY '76 sloop roomy, 4 sails.	22,500
27' SANTA CRUZ (2) slps.	frm 14,000*
27' CATALINA '73 sloop.	17,500*
27' ERICSON '73 sloop.	22,500*
28' ERICSON 28+ (2) dsl slps. frm	38,950*
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29' ERICSON '73 sloop.	27,500*
29' COLUMBIA '65 sloop.	21,000*
30' BRISTOL '67 sloop.	27,000
30' SANTANA '76 slp, dsl.	35,000*
30' ISLANDER '72 slp, equipt.	31,000*
30' IRWIN CITATION '80 dsl.	37,000*
30' FISHER '73 P.H. kch.	56,000
30' CAL 3-30 '74 sloop, nice size.	35,900
30' OLSON '80 sloop, race equipt.	25,950*
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30' DUFOUR ARPEGE '69 dsl slp.	35,000*
30' COLUMBIA '73 sloop.	29,500*
30' ALBIN '78 diesel sloop.	39,000*
30' ISLANDER MKII '74 dsl sloop	32,000*
32' PEARSON VANGUARD (2) slps.	frm 29,900*
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32' ISLANDER '75 dsl cutter.	39,500*
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34' CAL.	37,500*
34' WYLIE '80 dsl sloop.	59,000*
34' TRUE NORTH '80 dsl-end dsl ctt.	62,000*
35' COLUMBIA 10.7m '79 slp.	49,000*
35' FANTASIA '78 dsl cutter.	79,000
35' PAC. SEACRAFT '78 dsl ctt.	61,500
36' ISLANDER (4) frm.	49,995*
36' J/BOAT '81 dsl gd record.	110,000
36' CAPE DORY '83 dsl cutter.	105,000
37' ISLAND TRADER '77 dsl kch.	63,000

Full Service Brokerage



COLUMBIA 30

We have three of these fine sailers listed, one is priced for quick sale \$25,000.



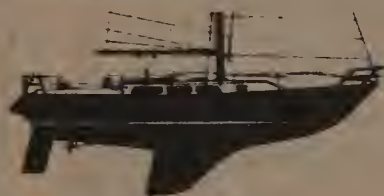
CAL 34 Sloops

Two of these popular designs, very comfortable. A lot of boat for the dollar. From \$37,500.



ISLANDER 36

Offering luxurious teak interiors, fine sailing abilities, these yachts are affordable and a practical choice for many yachtsmen. From \$49,995.



1980 CATALINA 38 Sloop

We have just listed one of these fine racer/cruisers. A comfortable, quick and good value! \$66,500.



1981 GOLDEN WAVE 42

This beautiful yacht has been to Mexico and is ready to go again. Loads of equipment. Bargain Hunter's Special: \$138,000.



1981 SPINDRIFT 44 Cutter

An exp'd bluewater vessel, pilothouse w/inside steering, galley-up & dinette. She's very comfortable at sea or at the dock. Asking \$138,000.

37' ENDEAVOUR '79 dsl cutter.	79,000
38' CARL AXELSON '75 dsl kch.	44,500*
39' FLETA '76 strong ocean racer.	150,000*
39' CAL '71 dsl cutter.	67,500*
40' OFFSHORE '66 C.L. quality.	84,500*
40' HINC KLEY Bermuda ywl '65 dsl	199,500
40' TRINITY LA '72 ctr ckpt kch.	129,000*
40' OLSON '83 dsl slp race equipt.	129,500*
41' ISLANDER (2) sloops.	frm 89,000
41' ISLANDER Freeport '76 LvBd.	125,000
41' MORGAN O/I '78 exclnt con	150,000*
41' CT 41 '75 dsl kch, very nice.	77,000
42' GOLDEN WAVE '81 dsl slp	138,000*
42' WESTSAIL '76 dsl kch.	125,000
44' SPINDRIFT '81 dsl cutter.	138,000
45' EXPLORER '79 ctr ckpt kch.	114,500*
46' MORGAN kch '79 dsl.	179,000*
47' OLYMPIC OFFSHORE '74 kch	125,000
48' CLIPPER '79 Cheoy Lee sch.	200,000
50' COLUMBIA '66 dsl slp.	89,000*
51' FORCE 50 '79 kch (2).	frm 145,500
51' FORMOSA kch '78 P.H.	168,000
54' S&S '75 alum slp.	400,000

WOOD

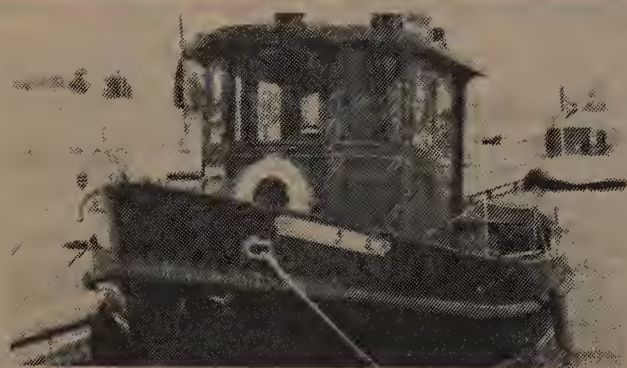
28' PACIFIC (P-28) '57 dsl slp.	16,500
28' HERRESHOFF-28 '52 kch.	17,000*
31' ANGLEMAN '66 kch dsl.	39,500*
32' HOI IDAY sloop '65.	19,900*
33' WYLIE '79 by Peters w/dsl.	75,000*
35' CHEOY LEE LION '57.	30,000*
36' GILMER Cruising kch '61.	109,000
36' HINC KLEY '55 ywl; beauty.	39,000
36' ANGLEMAN kch '51 dsl.	64,000
37' BLUENOSE SCHNR '47 Stphns	76,500
38' FARALLONE CLIPPER (2) frm	40,000
40' MARINER '68 kch loaded.	90,000
40' RHODES '41 sloop needs T1 C.	44,500
40' KETTENBERG '61 slp cruiser.	45,000
42' GARDEN DSGND kch '75 dsl.	135,000
46' GARDEN dsgnd kch '41 dsl.	85,000*
60' SCHUCK stays'1 schooner '34.	88,000
65' ALDEN '26 dsl kch.	105,000*

Wind Circle Sailing Yachts, Inc.

Dealers for GOLDEN WAVE YACHTS
& CHEOY LEE®

(415) 234-6688

* = new listings / @ = at our docks / R = reduced



TUGBOAT

Ex 12 meter tender, the perfect yacht club launch or gentlemen's tug. It will fish as well as it tows. Classic looks, Bristol condition.

\$35,000



38' TRI-CABIN ERICSON

Beautiful Tri-Cabin with full electronics, wheel steering, diesel engine, all Barient winches and cabin heater. A very nice example, attractively priced.

\$87,500



INTERNATIONAL FOLKBOAT

In board diesel, full cover, fast and dry with full dodger, all lines lead aft, will be sold complete including the Persian carpets.

\$26,000



OHLSON 38

A lively Swedish design, Built in 1970. L.P.U. topsides and spars. All halyards internal and spinnaker pole with offshore fittings. Lots and lots of sails. A very quick and pretty boat.

Asking \$56,500.



33' LA PAZ TRAWLER

A perfect vessel for coastal and Bay cruising. Full flybridge with dual controls and electronics, diesel, refrigeration. In beautiful condition. Recent survey. Coastal cruised by the owner, and is equipped for the job.

\$59,000



EMPTY BERTH

Your boat should be in this slip and picture if you really want to sell. Maximum exposure makes the difference! Being displayed at our marina and advertising can make the difference. Call today (415) 523-7474.

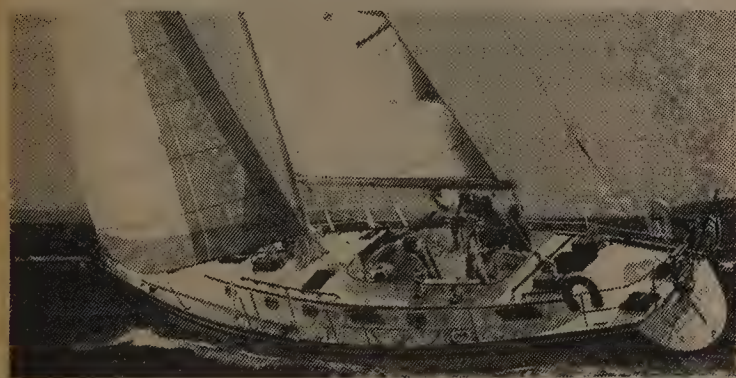


BRISTOL 38.8

SISTER SHIP

New Bristol 38.8 with dark blue hull, custom teak, and s/s fitted toe rail. Full electronics, wheel steering, propane stove w/oven, fitted racks with dishware. Exceptional.

\$129,600



BRISTOL 41.1

SISTER SHIP

Loaded centercockpit Bristol 41.1. Every option Bristol offers has been installed. Hood roller furling main and Genoa, radar, Loran C, pilot, refrigeration, etc., etc. Full teak interior . . . beautiful.

\$198,000



BRISTOL YACHTS

The Bristol Yacht Company shuns mass production in favor of individual attention. A Bristol Yacht is built only to order to assure a future owner that the sailboat they purchase is the one built to their specifications. Custom work is Bristol's mark of distinction. It's eight designs ranging from the Bristol 29.9 to the powerful 54.4, cover the spectrum from coastal cruising to blue water sailing. They point well and sail fast, qualities that often are overlooked in attempts to build a seaworthy cruising boat.

Please come in and judge for yourself, a 38.8 and 41.1 are currently available for viewing.

Distinctive pre-owned Yachts

CB/SWING KEEL — OB — TRAILERABLE — STARTER BOATS

- ★ 20' O'DAY W/TRAILER Ready to go anywhere \$ 5,500
- ★ 21' SPRIT 6.5 w/Trailer Clean, simple, family fun, 2 from 6,500
- 22' S 2 GRAND SLAM 5 bags North, Spinn. & Trailer 12,000
- ★ 2-24 CAL 3 Sails, anxious owner 7,000

EXHILERATING HIGH PERFORMANCE — RACE READY

- 25' SANTANA 525 Go fast, one design. 2 from 15,500
- 27' STILETTO 9.5 Experience what sailing is all about 27,900
- 30' C & C ½ TON 12 Sails, rod rigging, custom 37,500
- ★ 30' J 30 Very clean, lots of sails, ready to go 43,500
- 34' WYLIE 34 Class sails, good electronics 59,000

GREAT STARTER — CRUISING BOATS — IB & OB

- ★ 23' RANGER Spinnaker and gear, all lines lead aft. 15,500
- ★ 24' BRISTOL Full keel w/CB, go anywhere, US quality 16,500
- ★ 25' ERICSON 25+ Inboard diesel, Headroom, Tiller 29,900
- 26' ISLANDER Sun cover, 4 sails, Bristol Condition 25,000
- 26' PEARSON 30 Needs TLC, Owner is anxious 15,500
- 26' INT. FOLKBOAT 4 sails, spinn., lines lead aft. 26,000
- ★ 27' SANTANA Diesel, 5 sails inc. spinnaker, lines aft 18,000
- 27' MORGAN BMW diesel, 5 sails, spinn. new wiring 20,250
- ★ 27' BRISTOL Full keel, OB, clean, top quality cruiser 16,500
- 27' ERICSON Wheel, diesel, 4 sails w/spinnaker 28,000
- ★ 27' COLUMBIA 8.3 Inboard, Standing headroom, Offers 24,500
- 27' SUN 27 Inboard, Bob Perry design, very clean 27,500
- ★ 27' CATALINA 3 Sails, ready to go 17,000
- ★ 27' CORONADO Needs a nice home, 2 from OFFER
- ★ 28' COLUMBIA IB, none better on the Bay 19,500
- ★ 29' SUNWIND Diesel, 3 sails, European quality 39,500

MOVING UP — COASTAL CRUISERS

- 30' ERICSON Well equipped, 3 sails, Inboard 27,000
- 30' S 2 9.2 C Center cockpit, aft cabin, Diesel 42,000
- 32' ENDEAVOR Easy to handle, good sailer 55,000
- 32' ERICSON Inboard, well kept 34,000
- 34' CORONADO Aft cockpit, new LPU hull & top sides 34,950
- 35' ERICSON 7 sails, new interior, Wheel, Spinnaker 49,500
- 36' ISLANDER 36 Inboard, Tiller, Clean, make your deal 55,000

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

- 31' MARIAH Cutter, Diesel, Dodger, Much gear 61,000
- ★ 35' YORKTOWN Center cockpit, proven single hander 59,000
- ★ 35' C&C MARK II Fast, able, very well equipped 64,500
- 37' GULFSTAR New sails, new interior, has cruised 80,000
- ★ 38' OHLSON Swedish quality, many sails, needs TLC 56,500
- 38' DOWNEAST 38 Cutter, Diesel, 4 cruising sails 74,000
- 38' ERICSON 38 Tri-cabin, Diesel, late model, sacrifice 87,500
- ★ 38' C & C LANDFALL Rod rigging, Hood Seafurl, Bristol 88,950
- ★ 50' GULFSTAR So. Pacific Vet., loaded, better than new 185,000
- ★ 47' CHEOY LEE OFFSHORE 47
- . Luders Design, Passage Maker Vane 115,000

CLASSIC CRUISERS

- 30' ALBERG OYDESSY YAWL Very clean, purists delight 38,950
- 32' PEARSON VANGUARD
- New hull LPU, clean, Atomic 4 28,950
- 40' PACIFIC 40 YAWL European Quality, BMW diesel 74,500
- 45' CUSTOM NZ KETCH Center cockpit, extensive gear 102,000
- ★ 46' GARDEN KETCH Loaded, 6 sails, diesel, proven 125,000
- 36' CHEOY CLIPPER KETCH Races or Equipment 64,500

★ VESSELS ON DISPLAY IN OUR HARBOR

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QUALITY LISTINGS WANTED

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ARIES 32



The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why . . . Available for inspection at our dock. **\$52,500.**

SAUSALITO YACHT SALES

BAY & HUMBOLDT STREETS, SAUSALITO
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TATOOSH MARINE

PT. RICHMOND'S CRUISING CENTER

Dealers for: PANDA 34 Cutter
PANDA 38 Cutter
BABA 40 Cutter, Ketch, P.H. Cutter
PANDA 40 Cutter, Ketch,
P.H. Cutter
TATOOSH 42 Sloop
PANDA 46 Cutter
LIBERTY 458 Cutter
TATOOSH 51 Cutter and Ketch

Selected Brokerage

HUNTER 25

This 1974 HUNTER 25, fully equipped for S.F. Bay & Delta, as a pocket cruiser. To include full spinnaker gear & more. \$9,500 or best offer.

ISLANDER 36

This 1980 ISLANDER 36 is cruise ready from her roller furling/reefing 130 genoa to her s/s bar-be-que, dodger, stereo and diesel. \$89,000 or best offer.

TAYANA 37 PILOTHOUSE

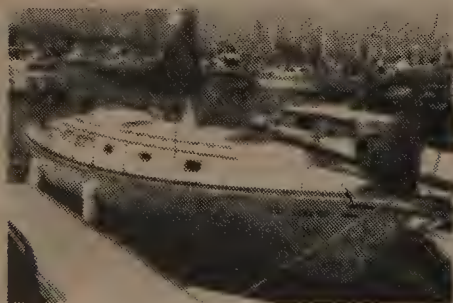
This 1980 in a long cabin T-37 pilothouse has just completed a year of cruising in Mexico. She is fully equipped for offshore and coastal pleasure. In "Boat Show" condition. Asking \$85,000.

TATOOSH MARINE

DBA PACIFIC NATIONAL YACHTS

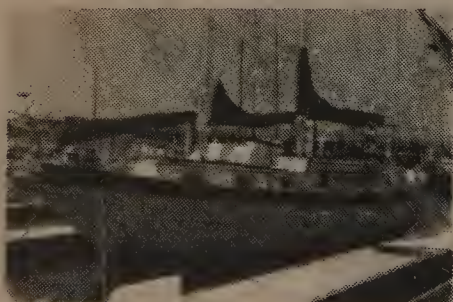
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Nadalin Yacht Sales



GULFSTAR 37

Immaculate, better than new. Offers!



DOWNEASTER 45

Forced sale, must go. \$148,000

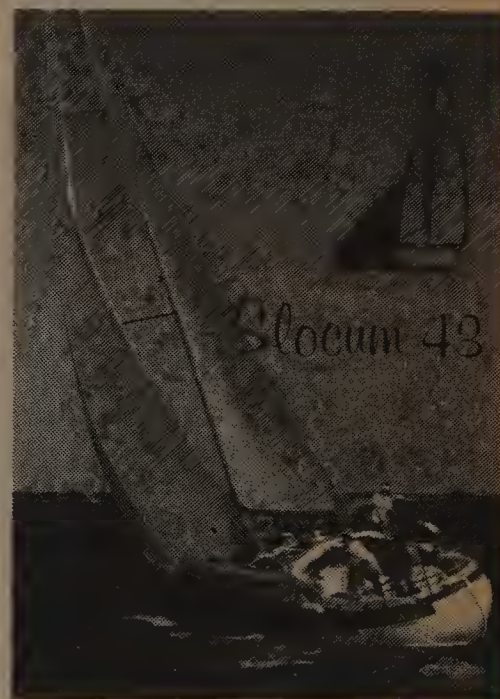
SELECT SAILBOATS

21' Wilderness, quick sale.....	\$6,200
23' Ranger.....2 from	10,500
24' S-2, anxious.....	12,500
24' Islander Bahama.....	7,150
25' San Juan 7.7 meter.....	18,900
25' Nordic Folkboat, bristol.....	9,300
25' Cape Dory.....	15,900
25' Lancer.....	9,700
25' Piver Tri, must see.....	19,950
26' Ranger, race equipt.....	10,500
27' Catalina.....2 from	19,000
27' Sun, diesel.....	28,000
28' Ericson, like new.....	39,950
29' Ranger, race equipt.....	29,000
30' Rawson, full keel.....	30,000
30' Lancer.....	29,900
30' Catalina.....	27,900
30' Farallon, full keel.....	39,500
32' Rawson Traveler, sharp.....	65,000
34' Cal 3-34.....	56,900
34' Hans Christian.....	78,900
35' Cheoy Lee cruiss'g liveaboard..	65,600
39' Pearson 390, cruise ready.....	84,950
39' Cavalier, N.Z. vet.....	59,500
50' Force 50.....	145,000
60' Steel Motorsailer.....	230,000

SELECT POWERBOATS

26' Stan Craft Sportfisher.....	33,000
32' Trojan.....	55,900
36' Eagle.....	69,500
42' Californian.....	159,000

ANNOUNCING



SAILAWAY \$139,000

Compare Passport 42 and
You'll Buy The Slocum 43

650 Bair Island Road #103

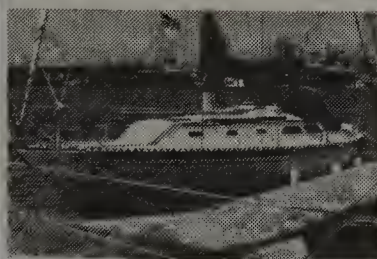
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Redwood City, CA 94063

25' DAVIDSON	25,000
25' FLEUR BLEU	6,500
25' SANTANA	11,500/OFFER
25' PACIFIC CLIPPER	13,000
25' CHEOY LEE (FRISCO FLYER)	19,500
25' PETERSON	18,500
25' PETERSON	15,500
25' FREEDOM (CAT RIG)	29,000
26' ARIEL by PEARSON	13,500
26' INTERNATIONAL FOLKBOAT	19,500
26' EXCALIBUR	13,900
27' ERICSON	27,000
27' CAL 2-27	22,500
27' SANTA CRUZ	2 from 15,500
27' MULL CUSTOM	2 from 13,000
27' CAL 2-27	24,500
27' CATALINA	2 from 17,500
28' HALBERGH SLOOP	12,500
28' ATKINS ENSENADA (F/G)	29,900
28' MAIR SLOOP 7/8th RIG	24,500
28' COLUMBIA	19,000
28' NEWPORT	26,500/OFFERS
28' LANCER	OFFERS
28' ISLANDER	34,000
28' SAN JUAN	29,000
29' CAL	2 from 26,500
29' FARALLON	40,000
29' CASCADE	22,500
29' RANGER	29,000
29' SUNWIND RACER/CRUISER	39,500
30' CATALINA	34,500
30' PACIFIC	12,500
30' CORONADO	32,000
30' OLSON	25,950
30' ISLANDER MK II	3 from 25,000
30' TARTAN	37,000
30' COLUMBIA	27,500
30' FISHER MOTORSAILER	69,500
30' CAL 3-30	29,500
30' WYLIE 3/4 TON	38,000
30' PEARSON	31,000
30' ISLANDER (BAHAMA)	44,900
30' BURNS 1/2 TON 'PETRIFIED'	OFFERS
30' US	36,000
31' PETERSON	OFFERS/TRADES
32' WESTSAIL CUTTER	49,900
32' ISLANDER MARK I (full keel)	39,500
32' CENTURION	42,500
32' NANTUCKET CLIPPER	39,500
32' ERICSON	32,000
33' CHEOY LEE	52,500
33' TARTAN 10	29,950
33' APHRODITE 101	49,500
33' WYLIE	75,000
34' WYLIE	59,000
34' CHRISTENSON	13,000
34' CAL	2 from 36,500
35' CORONADO	44,000
35' FUJI KETCH	69,000
35' ERICSON	42,000
36' ISLANDER FREEPORT	2 from 100,000
36' S-2 SLOOP	70,000
36' LAPWORTH SLOOP	32,500
36' ISLANDER	6 from 49,995
36' CHEOY LEE 'LUDERS 36'	76,900
36' COLUMBIA	39,500
36' PEARSON 365	69,000
37' TAYANA	90,000
37' ISLANDER TRADER	63,000
38' C&C	2 from 59,500
38' NORTHEAST	68,000
38' FARR SLOOP	89,000
38' FARALLONE CLIPPER	3 from 40,000
39' ROGERS 'SALT SHAKER'	124,900
39' ERICSON	59,500
40' FARR 'PACIFIC SUNDANCE'	132,000
40' ONE TONNER 'FEVER'	155,000
40' TRINTELLA IV	129,000
40' SLOOP 'BERYLLINE'	59,500
40' OLSON 'FAST BREAK'	129,950
40' CHEOY LEE OFFSHORE	79,500
41' COOPER 416	127,500
41' FREEPORT ISLANDER	125,000
41' MORGAN OUT ISLAND	89,500
42' WESTSAIL KETCH	145,000
42' DUBOIS	149,000
43' SWAN	109,000
43' SWAN 431	185,000
44' SWAN 441	195,000
44' ISLANDER	65,000
45' COLUMBIA M.S.	2 from 109,500
46' CAPE CLIPPER	135,000
46' MOODY CARBINEER	195,000
47' VAGABOND KETCH	150,000
47' OLYPMIC KETCH	125,000
50' COLUMBIA	99,000
50' GULFSTAR	2 from 165,000
56' MOTORCUTTER 'LUCIA'	230,000
58' RACING/CRUISER 'NATOMA'	270,000
60' MARCONI SLOOP 'SHAMROCK'	99,000
75' ONE-DESIGN KETCH 'SHAITAN'	850,000
* SAN FRANCISCO BERTH INCLUDED	

Cityachts

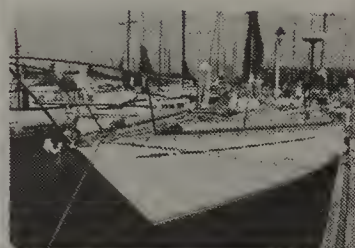
foot of Laguna St. San Francisco
415 567-8880
CLOSED WEDNESDAYS



ISLANDER 36. Several Available at Super-Low Prices. Sellers are very motivated and will consider offers. Great racer/cruiser that really is well suited for the rugged conditions on the Bay!

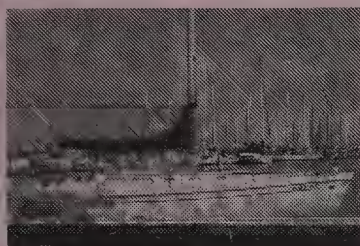
AUCTION

We will be selling a LANCER 28 and a beautiful CUSTOM 30 CHUCK BURNS SLOOP at a special auction. Call for details on this rare opportunity to steal a yacht!

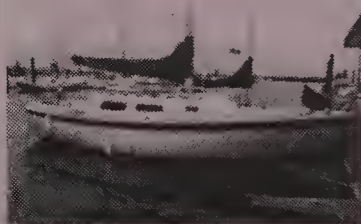


SWAN 431. Built in 1979. Very complete inventory, Loran, radar, B&G elec., steer'g vane, in perfect cond. reflecting exclnt care and little use. Very realistically priced at \$185,000. Other SWANS Available.

INCREDIBLE FINANCING PLAN AVAILABLE.
SEE OUR AD PAGE 65.



COLUMBIA 30. Full sail inventory, including spinnaker, inboard. Huge boat down below at a bargain price of \$27,500. You must see this very well cared for yacht!



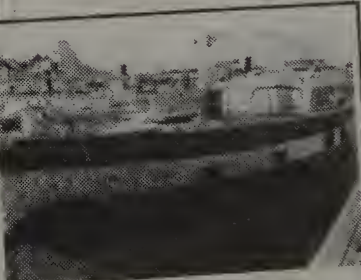
CAL 29 — Price just lowered. You can see her at our docks. Nice and clean! Season one-design champ and GREAT cruising boat. OWNER ANXIOUS!



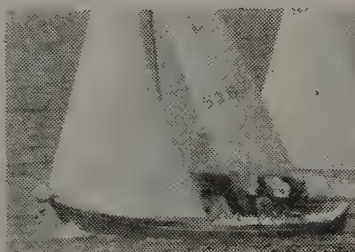
CATALINA 30 — Extra-roomy cruiser. This one has been to Hawaii!! LOADED with cruising and racing gear — diesel, shower, autopilot, wheel, 2 spinnakers! See her at our docks.



LUDERS 36 by Cheoy Lee. Incredible condition — honestly! This yacht is better than, many upgrades, teak decks, classic lines in a sturdy cruising boat. Diesel, recent survey, cabin heater, etc. Call today for details on "DANDY".



CUSTOM 40 SLOOP. Teak decks, raised salon with lots of light, queen-size berth midship, shower, exclnt liveaboard. Very well priced at \$59,500. Superb S.F. berth available.



EXCALIBUR 26 SLOOP. Real fun Bay boat and One-Design racer. Well cared for and priced to sell at \$13,900. S.F. berth included.

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Easom, Cindy Revel, Carolyn Revel, Marcia Corbett, Charlie Corbett, Craig Shipley, Rollo D. Dog.



Do you know the way to San Jose?
Well, how about San Leandro Marina?
SEE THE NEW

Sceptre 41

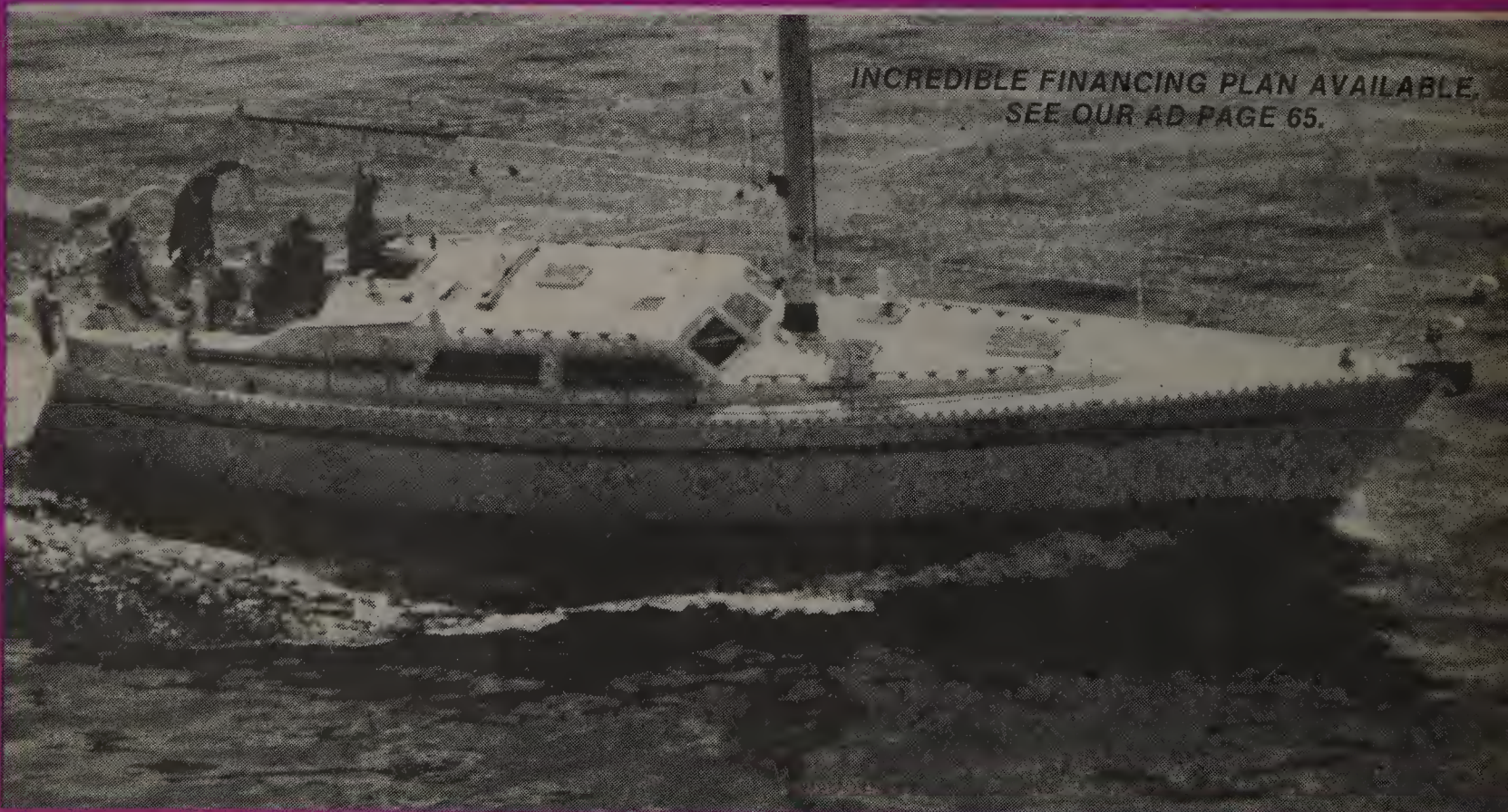
ISLANDER 40

September 12-16 at the San Leandro Boat Show

Cityyachts

or at

Foot of Laguna Street,
San Francisco, CA 94123
(415) 567-8880



INCREDIBLE FINANCING PLAN AVAILABLE.
SEE OUR AD PAGE 65.